MASON'S
OK SAUCE
THE COLD MEAT SPECIALITY

Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

WHEN THE
S. O. S. SIGNAL
is sent out by a ship in distress, it is useless unless the message is received by an expert wireless operator. And so it is when
YOUR EYES SIGNAL THEIR DISTRESS
from weakness or strain, you are unable to read the signs unless you go to an expert optician.
Get advice from
N. LAZARUS,
Optician,
12, Queen's Road C.
[79

No. 19,595. 號五十九百五千九萬一第 日五十月二年酉辛 HONGKONG, THURSDAY, MARCH 24TH, 1921. 四拜禮 號四廿月三年十國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

JUST LANDED

ALLSOPP'S

BRITISH

PILSENER BEER

BREWED AND BOTTLED AT

BURTON—ON—TRENT.

SOLE AGENTS:

CALDBECK,

MACGREGOR &

CO., LTD.,

15, QUEEN'S ROAD CENTRAL,

Tel. No. 75.

[12

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S SPORTING CARTRIDGES, 12, 16, and 20 bore, loaded with the Sportsman's favourite powders—E. C. and SMOKELESS DIAMOND.

THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,

Nos. 5-6, Beaconsfield Arcade.

[59

A LING & CO.

19, Queen's Road Central, HONGKONG.

FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and Mirror Maker.

Canton Marble in Various Shades.

Photographic Goods of Every Description in Stock.

Developing Printing and Enlarging Undertaken.

Telephone 1219.

[60

FRENCH LESSONS

G. MOUSSION,

15, Morrison Hill Road.

[40

PEAK TRAMWAY CO.

LIMITED.

TIME-TABLE.

WEEK DAYS

7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 „ „ 9.30 „ „ 10 „
9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 5.00 „ „ 15 „
5.00 „ „ 8.10 „ „ 10 „

NIGHT CARS

8.50 p.m., 9.00 p.m., 9.30 p.m.
9.50 p.m. to 11.30 p.m. every 20 minutes
11.45 p.m.

SATURDAYS

Extra Car—12 midnight.

SUNDAYS

7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 „ „ 11.00 „ „ 10 „
11.30 „ „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 5.30 „ „ 15 „
5.30 „ „ 6.00 „ „ 10 „
6.00 „ „ 6.30 „ „ 15 „
6.30 „ „ 8.10 „ „ 10 „

NIGHT CARS

As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes.

[56

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 24TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1A Local a.m.	No. 12 Local a.m.	No. 5 Through Express a.m.	No. 7 Local a.m.	No. 9 Through Slow a.m.	No. 11 Local a.m.	No. 13 Through Express p.m.	No. 15 Mixed 3rd Class Passenger & Goods a.m.	No. 17 Local p.m.	No. 21 Local p.m.	No. 23 Local p.m.
CANTON (Tai Sha Tau) dep.			8.00		8.45		2.30				
SHEK LUNG .. .. arr.			9.11		11.30		4.43				
.. .. dep.			9.15		11.45		4.50				
Shum Chun .. arr.			11.07		2.30		6.60				
.. .. dep.	Sundays only	7.34	11.12	3.07	4.30	11.40	6.45	1st to 15th Sept.	1.55	3.00	5.06	6.11
Shenngshui .. .. dep.		7.50	—	3.13	4.57	11.46	—	1st to 15th Sept.	2.01	3.06	5.10	6.17
Fanling .. .. dep.		7.54	—	3.18	5.02	11.52	—	1st to 15th Sept.	2.05	3.10	5.14	6.21
Taipo Market .. .. dep.		7.58	—	3.24	5.08	11.58	—	1st to 15th Sept.	2.10	3.15	5.19	6.26
Taipo .. .. dep.		8.10	—	3.34	5.20	12.08	—	1st to 15th Sept.	2.20	3.25	5.28	6.35
Shatin .. .. dep.		8.21	—	3.47	5.14	12.22	—	1st to 15th Sept.	2.34	3.40	5.43	6.49
Yaumati .. .. dep.	7.27	8.14	—	9.01	5.32	12.29	—	1st to 15th Sept.	2.05	3.50	5.53	7.03
Hunghom .. .. dep.	7.31	8.30	—	9.07	5.38	12.41	—	1st to 15th Sept.	2.16	3.56	5.59	7.08
KOWLOON .. .. arr.	7.34	8.33	11.52	9.10	5.41	12.44	7.25	1st to 15th Sept.	2.18	3.59	6.02	7.09

UP TRAINS

Stations	No. 4 Local a.m.	No. 4A Local a.m.	†No. 6 Through Express a.m.	No. 6A Local Express a.m.	No. 8 Through Slow a.m.	No. 10 Mixed 3rd Class Passenger & Goods a.m.	No. 12 Local a.m.	No. 14 Joint Sectional Noon	No. 16 Local p.m.	*No. 18 Through Express p.m.	No. 20 Local p.m.	No. 22 Local p.m.	No. 24 Local p.m.
Last Ferry leaves H.K.	6.55	6.55	7.55	8.25	8.15	9.15	10.15	11.45	1.05	2.45	4.25	5.15	6.05
KOWLOON dep.	6.43	7.10	8.07	8.35	9.13	9.40	10.29	12.00	1.18	3.00	4.53	5.33	6.23
Hunghom .. dep.	6.47	—	—	—	—		10.33	12.04	1.22	—	4.58	—	6.27
Yaumati .. dep.	6.54	7.16	—	—	9.18		10.39	12.11	1.28	—	5.02	5.31	6.35
Shatin .. dep.	7.06	—	—	—	9.28		10.50	12.24	1.40	—	5.14	—	6.47
Taipo .. dep.	7.19	—	—	9.01	9.42		11.06	12.37	1.53	—	5.27	—	7.01
Taipo Market dep.	7.25	—	—	10.00	10.02		11.09	12.41	1.57	—	5.31	—	7.05
Fanling dep.	7.34	—	—	10.12	10.16		11.18	12.51	2.07	—	5.41	—	7.15
Shenngshui dep.	7.39	—	—	9.13	10.16		11.22	12.54	2.13	—	5.45	—	7.19
Shum Chun arr.	7.43	—	8.50	9.17	10.21	10.55	11.28	1.00	2.16	3.57	5.50	—	7.24
.. dep.	—	—	8.56		11.06		—	1.50		4.43		—	—
SHEK LUNG arr.	—	—	10.47		1.53		—	6.21		6.20		—	—
.. dep.	—	—	10.56		2.53		—	—		6.28		—	—
CANTON arr. (Tai Sha Tau)	—	—	12.10		5.06		—	—		8.45		—	—

Runs Sundays & Public Holidays only from 15th April to 15th Sept.

Connects with No. 6.

From 15th April to 15th Sept.

Runs Sundays & Public Holidays only from 15th April to 15th Sept.

* Will stop at Taipo and Shenngshui for First-Class Passengers on Notice being given to the guard.

† Will stop as above except on Sundays and Public Holidays.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	8.50	12.00	2.20	6.00	Shataukok...dep.	7.05	10.20	1.05	5.00
Shataukok ...arr.	9.45	12.55	3.15	6.55	Fanling ...arr.	8.00	11.15	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. THOS. COOK & SON, Hongkong.

H. P. WINSLOW, Manager.

42

MITSUBISHI ZOSEN KAISHA, LTD.

(Ex Mitsubishi Dockyard & Engine Works).

A1., A.B.C., Western Union, Engineering and Bentley Codes Used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers Manufacturers of Contraflo Condensers, Special Manganese Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI WORKS.

TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	DOCK No. 1	DOCK No. 2	DOCK No. 3
Length on Keel Blocks	510 feet	350 feet	714 feet
Width of Entrance on bottom... ...	77 „	53 „	83 „
Water on Blocks at Spring Tide ...	28 „	24 „	34 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.

Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

KOBE WORKS.

TELEGRAPHIC ADDRESS:—"DOCK," KOBE.

FLOATING DOCKS.

	No. 1	No. 2	No. 3
Lifting Powder	7,700 tons	12,000 tons	16,000 tons
Max. Length of Ship taken	460 feet	580 feet	470 feet
Max. Breadth of Ship taken	56 „	66 „	68 „
Max. Draft of Ship taken	22 „	26 „	30 „

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

HIKOSHIMA WORKS (Near Shimonoseki).

TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel	363 feet 0 inch
Breadth at Entrance on bottom	58 „ 0 „
Depth of Water or Blocks at Spring Tide	25 „ 0 „

Floating Crane capable of lifting 80 tons weight.

THE NAGASAKI, KOBE and HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Order will be promptly attended to and Estimate sent on application.

[64

HOUSEHOLD COAL

On and after November 1st, 1920, until further notice we are prepared to accept orders for HOUSEHOLD COAL re-screened in Hongkong at the following prices:—

Delivered to Peak District (above Bowen Road) ... $22.00 per ton.

„ Bowen Road and Lower Levels and Kowloon ... $21.00 per ton.

TERMS—CASH WITH ORDER.

(CHEQUES PAYABLE TO "KAILAN MINING ADMINISTRATION").

KAILAN MINING ADMINISTRATION
HEAD OFFICE—TIENTSIN.

AGENTS DODWELL & CO., LTD., HONGKONG.

[80

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG—CANTON LINE

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG—MACAO LINE

To Macao—Daily at 8 a.m. and 2.00 p.m. (Sundays at 9 a.m.)
From Macao—Daily at 8.00 a.m. and 2 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong.

[46

NEW FICTION. $2.25 each

The Great Pearl Secret. By C. N. and A. M. Williamson.

Linda Condon. By Joseph Hergesheimer.

Indiscretions of Archie. By P. G. Wodehouse.

The Rose Dayn. By Stewart Edward White.

Berry goes to Monte Carlo. By C. N. and A. M. Williamson.

The Right to strike. By Ernest Hutchinson and George Goodchild.

Miss Smith's Fortune. By Chas. Garvice.

Billy's Bargain. By E. Everett-Green.

The Love of Long Ago. By Marie Corelli.

The Rake. By Nat Gould.

In the Claws of the Dragon. By G. S. de Morant.

The Mysterious Rider. By Zane Grey.

The Extra Lady. By Horace W. C. Newte.

No Defence. By Gilbert Parker.

The Fourth Dimension. By H. A. Vachell.

Inisheeny. By G. A. Birmingham.

The Eve of Pascua. By Richard Dehan.

Gods and their Makers. By Laurence Housman.

A Diplomat in Japan. By Sir Ernest Satow. The inner History of Japan's Critical Years when the Ports were opened, and the Monarchy restored. Illustrations and plans ... ...$ 22.00

Government and People. By Conrad Gill and C. W. Valentine. An introduction to the study of Citizenship ... ...$ 5.00

Ireland in Insurrection. An Englishman's Record of Fact. By Hugh Martin. Preface by Sir Philip Gibbs ... ...$ 2.50

A Jamboree of Laughter. Leaves from a Boy Scout's Diary. By W. Heath Robinson... ... ...$ 0.70

The Car Olympiad and White City Motor Show 1920. Special number of The Car Illustrated ... ...$ 1.75

The Brass Check. A Study of American Journalism. By Upton Sinclair ...$ 2.50

The War of the Future. In the Light of the lessons of the World War. By General von Bernhardi ... ...$ 11.20

Pros and Cons. A Guide to the leading controversies of the Day. By John Bertram Askew. 6th edition, revised and rewritten ... ...$ 1.75

Russia in the Shadows. By H. G. Wells $ 4.00

KELLY & WALSH, LTD., YORK BUILDING HONGKONG. [39

SOUTH MANCHURIA RAILWAY.

OPERATING ALL LINES IN SOUTH MANCHURIA AND CHOSEN (KOREA) EAST OF MUKDEN.

SUMMER HOLIDAY RESORTS
in South Manchuria and Chosen.

HOSHIGAURA.—Finest Seaside Summer Holiday Resort in North China. Five miles from Dairen, but connected with the city by special motor and carriage road and electric tramway. Yamato Hotel (35 rooms) and 12 furnished bungalows in charming cliff garden. Bathing, Boating, Fishing, Golf, Tennis, Billiards, Orchestra twice a week. Capital place for children.

OGONDAI.—Most beautiful and select Seaside Resort in the Far East. Two miles from Port Arthur. Formerly the Summer Resort of the high Russian officers and officials. Yamato Hotel and 20 villas and bungalows, most with detached servants' quarters. Excellent Bathing, Wonderful Scenery, Historic Battlefields, Ruined and Dismantled Forts, Miles of charming Walks and Drives. Abundant Picnicing Facilities. Orchestra twice a week. Best place for high-class families.

PORT ARTHUR.—Famous for its two memorable Sieges and its beautiful landlocked Harbour. Exactly one hour's journey Dairen by express train. Yamato Hotel (16 rooms). Sufficient place of historical and scenic interest to fill a month with a fresh walk or drive every day. Most healthy and salubrious spot in the Far East.

KONGOSAN.—The famous Diamond Mountain of Korea. A special Summer Resort rivalling Switzerland for climate and scenery. Beautiful peaks and charming cascades. Grand recuperative qualities. Kongosan Hotel (10 rooms) at Onseiri and Choanji Hotel (11 rooms) at Choenri.

All under the direct management of the SOUTH MANCHURIA RAILWAY CO. Illustrated Booklets and all Information post free on request.

Applications may be sent to the Hotel Managers at the various resorts or to THE SUPERINTENDENT OF HOTELS, Traffic Department, SOUTH MANCHURIA RAILWAY, Dairen.

Cable Addr.: Manteteu.
Codes: A.B.C. 5th Ed., A1, & Lieber's.

56

DAIRY FARM NEWS.

Customers are requested to apply for our Revised Price List which came into force on 1st March, 1921.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

59

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 2a, D'Aguilar Street, Telephone No. 2223.

WEEKLY AUCTIONS

TUESDAYS:—
MISCELLANEOUS GOODS.

THURSDAYS:—
VALUABLE HOUSEHOLD FURNITURE

SATURDAYS:—
EXCELLENT HOUSEHOLD FURNITURE.

73

HOTELS

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL.
HOTEL MANSIONS.
THE REPULSE BAY HOTEL.
AND THE
HONGKONG HOTEL GARAGE.

J. H. TAGGART, Manager.

18]

KING EDWARD HOTEL.

CENTRAL LOCATION.

Electric Lifts and Lighting.
Telephone on Each Floor.
Hotel Launch Meets all Steamers.
Telephone No. 373.
Tel. Address: "VICTORIA."

J. WITCHELL, Manager.

17]

THE PEAK HOTEL.

1,500 feet above sea level.
15 minutes from landing stage.
Under the Management of
MRS. BLAIR.

[47

THE VICTORIA HOTEL
CANTON.

Situated on the British Concession, Shameen.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention give to Tourists.
Reasonable Rates.
Under the personal Management of
WM. FARMER ... ... Proprietor.

[57

PALACE HOTEL, KOWLOON.
Corner of Haiphong & Hankow Rds.
Tel. No. 2. Tel. Address: Palace.

TWO Minutes from Ferry and Railway Station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.
Cuisine under personal supervision of the Proprietor.
BAR AND BILLIARD ROOMS.
TERMS MODERATE.
Special arrangement for families on application to—

J. H. OXBERRY, Proprietor.

67]

MITSUBISHI SHOJI KAISHA, LTD.
(MITSUBISHI TRADING CO., LTD.)
COAL, GENERAL IMPORTS AND EXPORTS.

Sole Proprietor of Coal Mines of TAKASHIMA, OCHI, MUTARA, KISHIDAKE YOSHINOTANI, HOJO, NAMANUTA, SAYO, SHIMAW, KANADA, KAMITAMADA, BIBAI and OTSUBARI.

Agents for SAKIT Coal.

Head Office:—TOKYO.

Branches and Representatives:—NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOCK, PEKING, TIENTSIN, DAIREN, TSINGTAO, HANKOW, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK and SEATTLE.

Cable Address:—IWASAKIHAL.

Codes:—A1, A.B.C. 5th Ed., Western Union and Bentley's.

Agency for:—The Mitsubishi Marine and Fire Insurance Co.
The Osaka Marine and Fire Insurance Co.

For particulars apply to—
S. KOMURA, Manager.
14 Pedder Street, Hongkong.

[62

THORNYCROFT

JOHN I. THORNYCROFT & CO., LIMITED,

SHIPBUILDERS AND ENGINEERS,

LONDON, SOUTHAMPTON AND BASINGSTOKE.

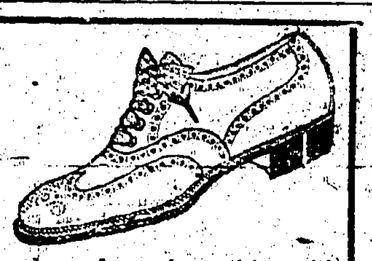
Shanghai Office: 10, Kiukiang Road

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines in Stock

For quotation apply—

SHANGHAI OFFICE.

Our Golf Shoes



Combine the best Materials and good workmanship with perfect fit and comfort.

We have just received a new consignment of the popular Northampton made Brogue Shoes in both light and heavy weight.

Special display at

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

16, DES VŒUX ROAD. TELEPHONE 29.

[38

CLEARANCE SALE.

To make room for new and up-to-date goods.

We are holding a large stock of Reflex Cameras and Kodaks of every description, which must be sold within 14 days from March 10th, 1921, at a reduction of 20 per cent. cash only.

Inspection cordially invited.

A. TACK & CO.,

26, Des Vœux Road Central.

593]

SOCIÉTÉ DU

"GRAND HOTEL DE PEKIN"

SOCIÉTÉ ANONYME, FRANÇAISE

AU CAPITAL DE $700,000.

ISSUE OF *10,000* DEBENTURES OF *$100* EACH

Bearing Interest at the Rate of 8%

To be redeemed by twenty annual drawings, the first one to take place in 1922.

SECURITY:—The total amount of assets of the Company under reserve of preferential rights recognized to the series of 2,000 debentures of Frs. 500 each, issued on 1st July, 1917, redemption of which is to take place on December, 1922, and may, from now, be claimed by holders of debentures from the BANQUE INDUSTRIELLE DE CHINE, in Peking, where funds have been constituted to that effect.

PRICE OF ISSUE:—AT PAR BUT

The first coupon of interest of $4.—being payable on the 30th of June represents a Premium of 2 per cent.

SSSUCRIPTION LIST OPENED FROM THE 1ST TO THE 15TH OF APRIL IN ALL THE BRANCHES OF THE *BANQUE INDUSTRIELLE DE CHINE* IN CHINA.

[663

BOSTOCK'S ROYAL ITALIAN CIRCUS.

At Kowloon, (Next Post Office.)

:o:

A GIGANTIC & GORGEOUS

Display of Talent.

:o:

FOR A SHORT SEASON ONLY.

Daily at 9.15 p.m.

Matinees—Wednesdays, Saturdays & Sundays, at 5 p.m.

NEW ACTS.

NEW ARTISTES.

NEW ANIMALS.

NEW PROGRAMME OF 20 NUMBERS.

THE GREATEST SHOW BOSTOCK'S HAVE EVER BROUGHT TO THE ORIENT.

Be Wise, Book Now AT MOUTRIE'S.

Prices $3, $2, $1 & 50 Cents.

985]

"HONG MOH" DISASTER.

THRILLING STORIES OF RESCUE WORK.

SHARE OF THE MERCANTILE MARINE INVESTIGATED.

The Court of Inquiry into the loss of the s.s. *Hong Moh* completed the taking of evidence yesterday. It was intimated that the findings of the Court will be announced later.

The Court comprises:—Lieut. Conway Hake, R.N.R., president, Lieut.-Commdr. S. Robinson, R.N. (H.M. Dockyard), and Captains W. Davison, C.P.O.S., J. McAnish, master of the s.s. *Yuensang*, and E. Walker, master of the s.s. *Haiyang*.

Commander Harold H. Brady, H.M.S. *Foxglove*, was the first witness. He said:—On Saturday, March 5th, at about 5.30 p.m., I intercepted a wireless signal from the Consul at Swatow saying that the *Hong Moh* was wrecked on the Lammocks with approximately 1,100 people on board and that assistance was urgently needed. That signal was made to the Commodore, Hongkong. I was then on passage, Shanghai-Hongkong and was approximately 50 miles from the Lammocks. I made a signal to the Commodore saying I could get there about 10.30 that night, but that owing to the state of the wind and sea, I should probably not be able to render any assistance till daylight. We arrived about three miles from the Lammocks at 10.30 p.m., but could see nothing of the wreck.

Shortly after receiving the first signal we had passed a steamer, steering N.E., and asked her if she could give us the position of the wreck. She replied that the wreck appeared to be on the White Rocks, but, as she had passed about 9 miles off, the position was doubtful. When nearly abreast the White Rocks, I sighted the steamer, burning flares. Her position appeared to be between the White Rocks and the high light so I decided to go round the south end of the Boat Rocks and approach the supposed position of the wreck on the western side. On getting up to the White Rocks, we found a small steamer anchored off the White Rocks, but could see no sign of the wreck. I signalled to the steamer to try and get information as to the position of the wreck and whether any survivors were still on board. We got no reply which threw any light on the situation. The night was very dark, a strong N.E. wind was blowing and there was a rough sea, so I anchored until daylight.

At daylight on the 6th I got under weigh and saw the position of the wreck which was on the extreme N.W. corner of the White Rock. The ship was broken in two, and at first there appeared to be no sign of life on board. On approaching the wreck we found, however, that there were a large number of survivors on the forecastle and another large party on the aft-part. At that time H.M.S. *Carlisle* arrived. The weather was too rough for the *Foxglove* to lower any boats, and it was decided that we should attempt to float rafts past the ship, and pick them up again to leeward. Both floats were got out about 8 o'clock. One, unfortunately, passed the wrong side of the ship and went on the rocks. The other passed close to the ship and a number of men ducked into the water; eight got on to the float and were picked up by the ship just to leeward of the White Rocks. After picking up this float, and another one belonging to H.M.S. *Carlisle*, we steamed up to windward again to have another try. We dropped these two floats and also an extempore raft made of planks and empty rum cases. But they all passed too far from the ship for any of the survivors to reach them. It was not possible to pick them up again until they were clear of the Boat Rocks. By that time the sea had moderated sufficiently to allow of whalers being used and about 2 o'clock in the afternoon we set the floats and rafts adrift again and lowered both whalers. The floats were all taken on to the rocks, but the whalers managed to pick up three survivors. The boats were picked up to leeward and lowered again and managed to pick up 17 survivors between them. As I was getting short of coal and had considerable trouble with the condenser I informed the *Carlisle* to that effect and asked permission to proceed to Hongkong. This was approved and we left about 5 p.m.

Lieut.-Comdr. Robinson: Can you give us the name of the steamer which transmitted the message of the Consul at Swatow to Hongkong?—I am afraid I cannot remember. I am not sure but I think it was the *Haicheng*.

Was it not the *Hailoong*?—It may have been. I am not sure.

Did you intercept any more wireless signals from that steamer?—Not until Sunday afternoon. It was from another steamer. Not from that steamer.

Can you tell the Court the name of the small steamer that passed near the wreck?—No, she did not give us her name and made no reply to our signals. That steamer left before daylight; about 4.30 in the morning.

Do you know the name of the steamer you passed on the evening of March 5th, shortly after 5.30, steering north-east?—The s.s. *Telamond*.

Mr. Jenkin: You said that the weather was such that you could not do anything on the night of March 5th and that you experienced great difficulty in doing anything next morning. Can you tell me what type of vessel the *Foxglove* is?—A sloop of 1,300 tons.

Carrying a crew of, approximately?—A hundred.

I suppose the *Foxglove* has all up-to-date gear for saving life?—Yes.

The *Carlisle* arrived, I take it, at daylight on the morning of March 6th?—Yes.

She was also doing what she could, in co-operation with you until you left?—Yes.

Lieut. Charles Melbourne, of the *Foxglove*, said that when the ship arrived at the scene of the wreck, about 11 p.m., she anchored. Continuing, he said: I kept first part of the morning watch until daylight when, acting under instructions, I called the captain and informed him of the position of the wreck. We weighed anchor and proceeded towards the wreck. At first there did not appear to be anybody on board, but when we got closer the signal man reported that he saw someone waving, and I got out the range finder and saw a lot of people on board. About 7 o'clock the *Carlisle* approached, and asked if anybody was on board the wreck. The *Carlisle* then ordered us to stand clear until she had investigated the wreck. The weather was getting rough owing to the wind. The *Carlisle* lowered her biggest boats and cutters. Rafts were being dropped but only one was successful. We went round to pick them up. About 1 o'clock in the afternoon the sea had moderated sufficiently to lower the whalers. Owing to the state of the tide it was practically impossible to get alongside. We got as close as we could to the wreck and then returned with survivors. After that the whalers were sent away again and picked up a total number of 28. Then, as we were running short of coal and had trouble with the condensers, we were given orders to leave the scene.

Mr. Jenkin (producing a photograph of the wreck):—That photograph was taken on your ship?—Yes.

It was taken on the afternoon of Sunday, March 6th?—Yes.

And shows the forepart of the ship well separated by the sea from the midships part?—Yes.

The sea on the arrival of your ship was very much rougher than it appears in the photograph?—It was probably rougher than it appears in the photograph because a photograph when taken from above the sea always gives the sea the appearance of being calm.

In any event at the time that photograph was taken the sea had abated?—Yes.

Did the forepart remain as it appears up to the time you left or did anything happen to it?—It heeled over a good deal more. When we first arrived the whole of the deck was visible. Later only about half was visible.

As a safe place in which you might save life it was getting less and less possible all the time?—Yes.

Mr. Jenkin: I put that photograph in.

EVIDENCE OF CAPTAIN EVANS, D.S.O.

Captain Edward Radcliffe Garth Russel Evans, Commander of H.M.S. *Carlisle*, said:—My ship was lying at Bako in the Pescadores when a signal, which was hardly intelligible, was intercepted by the *Carlisle's* wireless operator which informed me that something in the nature of a disaster had occurred on Lammocks Island. About 11 p.m., on March 5th, I received a wireless message from the Commodore at Hongkong directing me to make steam and proceed to the scene of the wreck of the *Hong Moh* on Lammocks Island. I prepared for sea and left Bako one hour later, and proceeded at 18 knots to Lammocks Island to arrive at dawn. On arriving there I found the *Foxglove* standing by, and from the bridge of the *Carlisle* I could see that there were a number of survivors still on board the wreck, which appeared to have broken in two. The fore part was working, but the aft part appeared to be fast held in the rocks. Signals were exchanged between the *Foxglove* and *Carlisle* and we made to windward of the wreck with a view to getting boats launched. Two cutters were first lowered with officers in charge and these towed carley-floats down towards the wreck. Both ships were manœuvred as close as possible with a view to assisting boats, but after several times getting into four fathoms of water the ships were kept at a greater distance from the wreck.

The sea was too bad for anything smaller than a service cutter to be used, consequently the *Carlisle* was manœuvred to leeward of the wreck, as near as she dared go to the rocks. The cutters were picked up, hoisted and taken up to windward again and on some occasions the boats were towed by the ship up into position. Very few survivors were picked up to begin with, owing to the great difficulty of getting boats near to the wreck. The weather moderated in the afternoon, when two whalers were employed by the *Foxglove* and *Carlisle* and these boats, owing to their greater handiness, were more successful.

During the whole of this time the *Foxglove* and *Carlisle* endeavoured to place carley-floats in such a position that they would drift on to the wreck and encourage survivors to jump and save themselves.

At 5 p.m. on March 8th, the *Foxglove* was compelled to return to Hongkong, owing to coal shortage and condenser trouble.

At this point Captain Evans exhibited a photograph of the wreck. He continued: The boats were directed to endeavour to save life from the fore part, which in the middle of the day was borne over to port by the heavy seas, and looked like collapsing at any time. Unfortunately the boats could not go to this part very much, owing to rocks, and the survivors were being gradually washed out of the rigging and drowned or smashed against the broken ship's side. Some survivors were fortunate enough to jump into the sea when boats were near by and these were rescued in most cases.

Towards sunset, observing that darkness was coming on and that a great number of people were still on board and also that *Carlisle* boats' crews were by this time exhausted after so many hours of pulling, I anchored the ship about a mile to leeward of the wreck and lowered a motor boat which I put in charge of the first lieutenant. The motor-boat towed a cutter and a carley-float slowly up to the wreck, taking some time on account of the heavy swell from the monsoon. It was obvious that nothing could be done with the carley-float and as it became unmanageable it was cut adrift. The cutter with its crew, fresh, as they had not had to pull for sometime, was placed as near the wreck as possible, and the officer in charge, Mr. Dewar, managed to save a number of lives among those who jumped into the sea from the aft part when the boat got close. The motor-boat was then manœuvred close to the mast-head of the fore part (the mast-head was lying in the water) and an attempt was made to save the survivors thereabouts. Eventually, the motor-boat and cutter, being full of survivors, these were taken to the *Carlisle* and passed on board. Further trips were made until darkness set in, when *Carlisle* searchlights were worked in such a manner that they lit up the wreck well.

About 8 p.m. the cutter managed to secure a line on what used to be the triattic stay leading from the foremast to the main head which was broken and lying in the water, and the sea being now less rough life lines were rigged between the cutter and the after part of *Hong Moh*. The survivors slid, one by one, down these as directed by *Carlisle's* officers and men. They behaved very well and appeared to have regained confidence. A final trip was made by the motor-boat alone, as the searchlights were not now working so clearly and it was a difficult business to manœuvre the motor-boat with the cutter in tow in amongst the wreckage, ropes and wires in the water alongside the wreck, in the darkness, when the searchlights went out.

Unfortunately while manœuvring the motor-boat, the propeller fouled badly, when the boat was full of survivors, and once this was cleared, I gave orders to cease operations and wait till dawn. This was between 10 and 11 p.m. There were then about 12 people left in the wreck and 220 were now on board the *Carlisle*. At dawn boats were again lowered, but 11 out of the 12 people on board were rescued by large catamarans and sampans. One of the catamarans did good service during the afternoon of the 6th and the morning of the 7th. She was manœuvred by two fishermen but could only carry one survivor at a time.

There were no survivors left on board when the *Carlisle* left for Hongkong, but sampans and one junk appeared to be looting, as a great number of chests were floating in the sea which the survivors said contained dollars.

Capt. Evans said that was all he had to tell. He had brought copies of the signals intercepted, in case the Court would like to examine them; they might throw some light on what ships were about at the time. He also put in his own report to the Commodore,—it was probably much more valuable than his evidence, having been made at the time.

Lieut.-Comdr. Robinson: What direction was the ship's head on the rocks?

Witness: Somewhere between N.E. and E.

The President: While you were there did any craft, other than those you have mentioned, approach the wreck?

Witness: A small launch approached on the morning of the 7th—a white launch—I would not call it a very small one. She did not approach the wreck within two miles, and she could not have served any useful purpose by doing so, because there was nobody there.

Did she assist in rescue work in any way?—No. I omitted to say a boat came from the light-house and approached the wreck—not very closely. She communicated with the beforementioned catamaran on the afternoon of the 6th, and, I believe, took people from the wreck who were brought up by the catamaran from time to time. This was very difficult to see, however. She also communicated with *Foxglove's* boat by note. This boat was there with the evident intention of assisting to save life. She was under sail.

Mr. Jenkin: Your ship is a cruiser,—of what tonnage?

Captain Evans: 3,600, I think. I'm afraid I can't tell you now, without looking in the Navy List.

How many crew?—330.

It is of late class design?—One of the latest.

And would be fitted with the latest gear for carrying out this class of work?—Yes.

Even with all that in your favour, it was, I gather from your evidence, impossible for you to do anything effective during the major portion of the Sunday morning—the morning of your arrival?—Yes.

And that mainly by reason of the state of the weather and conditions generally?—The situation generally.

And what you were able to do—and, of course, you did everything you could,—it became more possible as sea and weather abated?—Yes, I think so.

With the abatement of the weather, your efforts succeeded the more?—Yes, I think that is correct.

(Continued on page 3.)

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for Boxes P, Q, AD, AP, AW, BF, BO, BR, BV.

WANTED.—ENERGETIC MAN. Experienced in interpretation, translation, correspondence and other clerical Work, Seeks employment. Kindly write to Ch'an Pui, First floor, 15, Staunton Street. 26

WANTED.—AN Experienced Chinese Youth with good knowledge of OFFICE ACCOUNTS, General Office Work and Typing desires an evening post. Moderate Salary accepted.—Apply to K.W., care of *Daily Press* Office. 25

TO LET.—43, BONHAM ROAD (opposite University). Apply C. GERKEN, DODWELL & Co., LTD. 24

TO LET.

EUROPEAN OFFICES, 1st floor (four in one block) 16 to 19, Connaught Road Central (with use of lift).

Apply to— "A. B.," Care of *Daily Press* Office. [134

TO LET.

TWO LARGE ROOMS to let for Office 14, Des Voeux Road Central, Top Floor. Apply to— ROOM No. 1. [131

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District. Tennis Court, Kitchen Garden. Early possession.

Apply to— Box No. 588, Care of *Daily Press* Office. 588

FOR SALE.

62,570 SQUARE FEET OF LAND at Broadwood Road, Wongneichung, with 7-Roomed House and Servants' Quarters, Kitchen, Garden, Tennis Court and Lawn. For particulars apply to— GEO. R. HALL BRUTTON & Co., 37, Queen's Road Central. [443

TENDERS INVITED.

PROPOSALS FOR COAL. Office Department Quartermaster, Philippine Department, Manila, P.I. Sealed proposals will be received here until 11 A.M., MAY 18TH, 1921, and then opened for furnishing coal for Manila, P.I., Manila, Nagasaki, Miike, Japan, or other ports convenient to trade routes between Manila, P.I., Honolulu, Hawaiian Territory and San Francisco, Cal. Further information on application. [624

NOTICE.

THE SHAMEEN MUNICIPAL COUNCIL invites TENDERS for an Oil Driven FIRE PUMP and/or Steam Driven Fire Pump, specifications for which can be obtained on application to

THE SECRETARY, SHAMEEN MUNICIPAL COUNCIL. Canton, March 10th, 1921. 614

NOTICE.

APPLICATIONS are invited from British Subjects for the post of SUPERINTENDENT OF POLICE on the British Concession, Shameen, the salary being HK$400 per month, with quarters, coal and light provided. The duties of this post would include the Superintendence of Works, such as Fire Engine, Water Plant, Roads, etc. Preference will be given to applicants who have served with His Majesty's Forces, and applications must be sent in writing accompanied by references, etc. to

THE SECRETARY, SHAMEEN MUNICIPAL COUNCIL. Canton, March 11th, 1921. 615

WAR MEMORIAL.

SUBSCRIPTION LIST.

FOR the erection by Public Subscription, of a building to be run on Y.M.C.A. lines, to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and Civilians by a Joint Board of Directors. A portion of the sum raised will be devoted to the erection of a Permanent Stone Memorial which will be put in hand at an early date.

Lists may be found at:—

Messrs. Lane & Crawford.
" Kelly & Walsh.
" Moutrie.
" Wm. Powell, Ltd.
The Hongkong Club.
" Hongkong Cricket Club.
" Club Lusitano.
" Engineers' Institute.
" Victoria Recreation Club.
" Kowloon Cricket Club.
" Kowloon Bowling Club.
" Peak Club.
" Club de Recreio.
" Craigengower Club.

M. J. BIRREN, Hon. Secretary, War Memorial Committee. Hongkong, December 15th, 1920. [129

GLOVER'S DOG REMEDIES

Famous the World Over

Book on "Dog Diseases, their Care and How to Feed."

Mailed free to any address

H. Clay Glover Co., Inc. 118 W. 31st Street New York, U. S. A. Agents MULLER & PHIPPS (Asia) Ltd., Hong Kong

"HONG MOH" DISASTER.

(*Continued from page 2.*)

Captain Brady spoke of passing a Blue Funnel boat, the *Telamon*. Assuming that she is the average Blue Funnel boat, would she, in your opinion, have been able to render any effective assistance, if she had gone to the scene of the disaster on Saturday night?—Of course, you were not there, but I want you to visualise the situation as it was then.—During the night, certainly not.

Nor for any ship of that class—an ordinary coasting steamer?—No, for no ship. The only people who could possibly have done anything would have been experienced life boatmen.

At dawn on the 6th?—I think it would have been practically impossible, during the morning of the 6th, for any ordinary coasting craft to have done anything.

You could do practically nothing, with your equipment and crew (at that time) and a coasting steamer would only have white officers and probably a Chinese crew. I put it that it would have been impossible for such a steamer to have done anything?—It would have been unlikely.

It would be known in Swatow on the Sunday that you and the *Forglore* were there?—Yes.

The fore part of the ship, from the point of view of the survivors, was the least safe portion of the wreck? That is certainly so. The seas broke over that part of the wreck. Many had their skulls broken there; they were dashed against the wreck.

EVIDENCE BY "CARLISLE'S" NAVIGATING OFFICER.

Lieut. Gerald Curtis, navigating officer of H.M.S. *Carlisle*, said:—We arrived off the Lammocks at 7 a.m. on Sunday and at 8 a.m. two cutters were lowered to windward of the wreck with orders to go close and see what could be done towards rescuing survivors. These boats picked up the men that jumped, the sea being too high. At 1 p.m. whalers were used. The same operation was carried out at 4 p.m. The wind and sea had gone down slightly. The ship anchored below the wreck. A motor boat was lowered and went away. The boats were away continuously from 4 p.m. to 10 p.m. At 10 p.m. the wind and sea got up and the boats were hoisted for the night. At daylight next morning the ship weighed and proceeded to the scene of the wreck. Two whalers were lowered and proceeded to the wreck. No survivors were seen on the wreck or the island. The boats returned to the ship, which weighed at 10, and left for Hongkong.

Lieut.-Comdr. Robinson: Can you tell the Court the direction of the ship's head of the wreck?—Between N. 50 and N. 60 E.

Captain Davison: Judging from the position of the ship do you think she had changed her head either by the action of the sea or the wind? Can you tell whether she remained in the position in which she struck?—I could not say for certain. She might have drifted round after she struck.

Lieut.-Comdr. Robinson: You say no survivors were left on the wreck when operations ceased. On what ground do you base that statement?—On the report of the officer who went away in charge of the boat that morning.

To your knowledge did anyone from the *Carlisle* board the wreck?—The captain boarded the wreck on the Sunday afternoon.

Did anyone board the wreck on the Sunday morning?—Not to my knowledge.

Or at a later time than Captain Evans?—Not to my knowledge.

Mr. Jenkin: I am trying to find out if the ship was lying in the same position as that in which she struck. The ship had been there three days. Under the influence of the sea she might have shifted her position?—It is possible.

Mr. Jenkin, addressing the President, said: Of course, the difficulty under which I am labouring is that I do not know why these questions are being put, and as I do not know what is passing through the mind of the Court I do not know exactly how to cross-examine.

The President asked Mr. Jenkin if the chief engineer would be available in the afternoon if he were well enough.

Mr. Jenkin replied that he was not responsible for the chief engineer's state of health but he had no doubt the chief engineer could be present under the President's instructions.

The President inquired if the quartermaster of the ship were available. Mr. Jenkin replied that the man was at present in Swatow.

The Court then adjourned for tiffin.

On the resumption of the proceedings in the afternoon, Edwin Page Smith, chief officer of the *Hong Moh*, was recalled.

The President: In the second mate's evidence, he states that the Captain intended to pass four miles south of the Boat Rock?

Witness: Yes.

Did you know of this intention?—No; not at the time he gave the second officer the order.

When did the Captain inform you of his intention to pass between the Lammock Rocks and the White Rocks?—When I relieved him for dinner.

The course given you by the master—East, one ½ south—did you understand this to be a new course, or an old one?—It was the course given me at the moment.

It was not an alteration in the course?—It was the course they were steering when I went on the bridge.

Captain McAnish: How did you take that bearing?—By the compass on the bridge.

Why did you not take it by the standard compass?—I did not think it was necessary. I could see it was five degrees on the port bow. The other compass was away on top; you would have to take the binnacle off and only get the same result. The standard compass is only used for correcting the other.

Captain Davison: Did the Captain set his course by the steering compass?—Sometimes by one, and sometimes by the other.

What was the error?—Very little; we knew about it.

The President: Did you sight any vessels, other than the *Shansi*, before you left the *Hong Moh*?—Yes, in the evening, soon after we struck, there were two vessels close. I put it, in my first evidence, at about six.

Lieut.-Commdr. Robinson: Can you tell the Court how far from the wreck these vessels passed?—The first two on the 3rd, 2 or 3 miles away; the one on the night of the 4th. I would not like to say how near; those on the morning of the 5th, 4 or 5 miles off.

Did you try to attract the attention of the steamers?—We were in difficulties about making signals.

Did you fire rockets or sound signals?—Yes, the first night we fired rockets and detonators at intervals.

Could the vessels passing on the night of the 3rd have seen your signals of distress?—Yes, one of them saw them: she "morsed" to us. We could not answer because our dynamo was out. She probably could not see our oil-lamps.

What distress signals were you using while she was in sight?—Detonators; they lit up the whole ship like daylight and made a loud explosion.

Which way was the passing ship going?—Those two, I would not like to be sure. I was very busy: I just happened to see them. I did not have time to take much notice. The one that "morsed" was on the port side, but I could not say what direction she was going.

Have you any idea what ship she was, or what company she belonged to?—No.

Mr. Jenkin: When you handed over to the Captain, how far were you from the Lammocks Light?—Say, four miles.

The President: When you were relieved, about 7 p.m., how did the Lammocks Light bear them?—Well, I didn't take the bearing at that time; it was not much nearer than when I sighted it. The Captain took over charge and was quite satisfied with the position of the ship.

Lieut.-Commdr. Robinson: When you were relieved by the Captain, did you see the red light of the Lammocks?—No.

Alfred George Corbin, second officer of the *Hong Moh*, was recalled. He said he did not know of the Captain's intention to pass between the White Rocks and the Lammocks.

The President: You stated in your previous evidence that the course was South 85 E., which was to take the ship 4 miles south of the Boat Rocks?

Witness: Yes.

The President: That course would not. Come and look at the chart.

The witness went to the table, on which the charts were spread out. The witness remarked that his bearing was based on the position at 5.48 p.m. He added that when the ship left the vicinity of Swatow Bar, she went to the southward some considerable distance,—to the south and east. The error on this course was one degree East.

The President: You distinctly remember being north of the Cape?

Witness: Yes, a shade north.

The President: You have seen the chart. How do you explain your failure to notice that the course taken by you would not in fact take you south of the Boat Rocks, but directly for them?

The witness: From the position I took, she would have gone four miles to the south of the Boat Rocks. I said yesterday I could not tie myself to the position of the "fix"—it is some days ago now, you know, Sir. As near as my recollection serves me we were a little to the north of the Cape of Good Hope. As a matter of fact, we were probably a little to the southward. My memory may have failed me a little there. Everything depends on the "fix" I had, and that I was absolutely certain of.

In reply to a further question, the witness said the master set the course himself, with the man at the wheel.

Captain McAnish: When that course was set, do you know if any allowance was made for current, wind, or sea?

Witness: No, sir.

No allowance was made?—No, the master made no remark to me to that effect.

The President: Is the Chief Engineer quite well, Mr. Jenkin?

Mr. Jenkin: Yes, sir.

CHIEF ENGINEER RECALLED.

William Arnott, the chief engineer, was then recalled.

The President again read the question put to the witness the previous day, "Were the main engines and auxiliary machinery in good order up to the time of stranding?"

Witness: The very best quality.

At 6.35 p.m. the second engineer states, you ordered him to increase the speed. Was the captain aware of this increase of speed?—He gave me orders to do so. I had orders to increase to 57 revolutions.

No further questions were put to the witness.

The President indicated that the Court would be cleared while the Court considered whether or not it would be necessary to hear further evidence.

After an interval of half an hour the Court resumed.

(*Continued at foot of next column.*)

IN THE MATTER OF A CLOCK.

["Dickory, dickory, dock,
The Railway's bought a clock;
But, strange to state,
The trains are as late
As before they bought the clock!"
Old Nursery Rhyme.]

Some years ago the Colony decided that its trade,
Or possibly its golf, required a railway to be made.
The engineers surveyed it and decided on its line.
(They nearly spoilt the Rifle Range, but C-th-m proved benign.)

They said "We'll buy some engines and some carriages as well;
"A terminus, with clock-tower, too, would look uncommon swell.
"To build a lot of bridges we shall need, without a doubt,
"And all the better railways have some tunnels strown about."

The engines and the carriages were purchased pretty quick.
They laid the track and built a bridge wherever one would stick;
The boring of the tunnels went so rapidly ahead
That soon the railway started: tho' it started from a shed.

The time went by, but on they worked and after many a year,
A stately terminus arose beside the Ferry Pier.
They built a lot of sidings, and they built the great Clock Tower
But, oh! they put no clock inside to tell Kowloon the hour.

Toujours l'audace! Tho' years may pass, completion yet shall be,
This week the clock has been installed for all the world to see.
And tho' it seems the weather has been ruined by the shock,
No more can scoffers jeer at us, for now we have our clock.

But men are only children, and they very quickly tire
Of what (until they have it) is alone their hearts' desire.
We anxiously have waited for that clock ten years or so,
And now that it has come to us—we hope that it will go.

E. W. H.

NO FURTHER EVIDENCE NEEDED.

The President: Mr. Jenkin, the Court is of opinion that no further evidence will assist it in any way, and the Court will adjourn to consider its finding. The date of reading the finding will be given later.

Mr. Jenkin: With regard to that, sir, the position is that I am appearing for the owners, and incidentally for their officers, who are their agents, and the enquiry, of course, is merely into a shipping casualty. I presume from the fact that you have not asked me to address you at all on the matter, that the findings will not involve anything detrimental to the owners, or to the officers you have had before you.

The President: We are to adjourn to consider our findings.

Mr. Jenkin: Yes, I understand that means you will adjourn to consider, and deliver, your findings.

The President: Yes.

Mr. Jenkin: Once your finding is delivered, it would be impossible—in the ordinary course of procedure—for me to ask to be heard on the question of the evidence as it affects either the owners or the officers.

The President: We have heard all the evidence, and if you like to say anything, we shall be very pleased to hear it.

Mr. Jenkin: I do not know whether you desire me to address you this afternoon, or not, but it is very hard to do so, unless one knows on what points the Court has formed opinions. It is needless that I should address you on the evidence as it affects the owners and officers if in point of fact it is in your minds that they are not in any way blameworthy. As I understand the course or procedure, on the sitting of a marine court of this description, it is intended that anybody shall be found guilty of any breach in navigation, or of succour to anybody on the ship in distress, they shall have some information given to them of such intention, otherwise they are in the dark until the Court has given its decision. I have no right to ask you what is in your minds, but I am entitled to a hearing if, in the course of your finding, you were to come to some conclusion detrimental to the owners or existing officers. I should hope that you would then give me an opportunity of addressing you—in fact I should make application to you to that effect—for the purpose of rectifying such findings, should the evidence warrant such rectification. You know the Merchant Shipping law better than I do, but as I read the Acts, before any finding can be given detrimental to the parties, those parties have to have some indication of that finding. Otherwise it is perfectly fruitless their coming down at all.

The President: There has been no charge made against any person.

Mr. Jenkin: None, no sir.

The President: If any charge were made, that person has had an opportunity of making a defence.

Mr. Jenkin: That is so. If a finding is going to amount to a charge against some one he should have an opportunity of defence. There has been no hint, so far as I have been able to gather, that any adverse finding is going to be made, either that the owners or the officers have been lacking in the performance of their respective duties. If I am right in that assumption, I have no need to address you, sir.

The President: I have heard all you say, Mr. Jenkin. I have nothing to say.

With this the proceedings terminated.

SPORT.

FOOTBALL.

WINNERS PLAY THE REST IN UNIVERSITY LEAGUE.

The University Inter-hostel Football League was yesterday brought to a close when Lugard Hall, the winners, played against The Rest. It was originally intended that Mrs. Kotewall should "kick-off," but the weather intervened.

The match started with the Lugard Hall on the offensive, but very early in the game they succeeded in scoring a goal, D. K. Samy, their skipper, being responsible. At half-time the score was 3 to *nil*, in favour of the Winners.

The second half started well for the Rest when a fine shot from Ting beat the Lugard goal-keeper. A determined rush by the Winners towards the close of the game resulted in another goal, Samy again being responsible. The score at the end of the game was 4 to 1 for Lugard Hall.

The presentation of medals, kindly presented by Mr. R. H. Kotewall, then took place in the Union Assembly Room.

Mr. BARNEY, the Chairman of the University Football Club, thanked Mr. and Mrs. Kotewall for their kindness and generosity, and expressed the hope that football which had been so keenly taken up by the students had come to stay. He referred to the very successful trip, the football club in conjunction with the tennis and basket-ball clubs, made to Canton. He also thanked Mr. H. P. White for his generosity in presenting the Inter-hostel Football Challenge Cup, which will be given away on the Sports Day. He then called upon Mrs. Kotewall to present the medals.

After the presentation, three rousing cheers were accorded Mrs. Kotewall. Mr. Kotewall, in a humorous speech, thanked the gathering for the welcome they had given Mrs. Kotewall and him, and ended by promising to give medals for the next Inter-hostel League.

INTER-HOSTEL LEAGUE RESULTS.

The results of the League for 1920-21 are as follows:—

	P.	W.	L.	D.	PTS.
Lugard Hall	6	6	0	0	12
May Hall	6	4	2	0	8
St. John's Hall	6	1	4	1	3*
Morrison Hall	6	0	5	1	1*

* Withdrawn.

CHARITY RUGBY MATCH.

A Charity Rugby Football match in aid of Earl Haig's Ex-Servicemen's Fund will be played to-morrow (Good Friday) between H.M.S. *Cairo* and H.M.S. *Curlew*, on the Hongkong Club ground at Happy Valley, kick-off at 5 p.m.

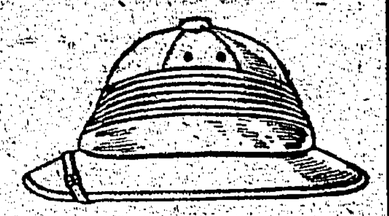
RIFLE SHOOTING.

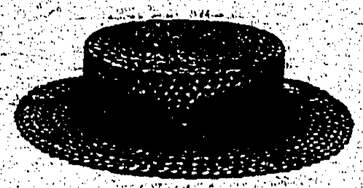
Owing to the absence of part of the Fleet and other attractions, the match H.K.V.D.C. v. the "Rest" is postponed.

The H.K.V.D.C. have, however, received a challenge from a Team representing the Royal Navy to shoot off a match at Stonecutters on Saturday, April 2nd, at 2 p.m. Teams of 10 men to shoot, 8 best shots to count.

This should prove a good match, as the Naval team have some very good shots on the top line, and, given good weather, some good shooting may be expected.

HAT WEEK
AT
LANE, CRAWFORD'S
WE OFFER FOR THIS WEEK ONLY
OUR ENTIRE STOCK OF HATS FOR
LADIES and GENTLEMEN
AT **15%** DISCOUNT FOR CASH





NEW SHAPES IN
HAWKE'S
SUN HATS
LINCOLN & BENNETT'S
FELT AND STRAW HATS.
SINGLE & DOUBLE TERAIS
— NEW PUGGAREES —
LADIES' SECTION
THE NEWEST STYLES IN
Trimmed & Semi-Trimmed
HATS.
LANE, CRAWFORD & CO.
15

SHERWOOD'S RYSTOLITE
THE IDEAL ENGLISH ENAMEL
Sold in quarts, ½ and 1 gallon tins
THE ENAMEL THAT WONT TURN YELLOW.
LANE, CRAWFORD & CO.
HONGKONG.
Tel. 1741. 197

JUST UNPACKED
"BROADWOOD"
"BABY" GRAND PIANO
(With New Patent Steel Barless Frame).
A REVELATION IN
TONE, TOUCH & DESIGN.
The Anderson Music Co., Ltd.
84

Wm. Powell Ltd.
TELEPHONE 3146.
JUST UNPACKED
GENTLEMEN'S
KNITTED NECKWEAR
IN MANY SMART DESIGNS.
These are hand-made of High-Class Silks,
Gentlemen who prefer this kind of Neck-
wear should not miss seeing them.
Wm. POWELL, Ltd. SPECIALISTS IN GENTLEMEN'S NECKWEAR.
37

NEW ADVERTISEMENTS

TO LET

COMMODIOUS OFFICE in Alexandra Buildings, immediate possession.
Apply to—
LINSTEAD & DAVIS,
Alexandra Buildings.
[685

THE HON MEE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN in pursuance of Section 188 of the Companies Ordinance, 1911, that a GENERAL MEETING of the Members of the above-named Company will be held at the Office of the Liquidator, No. 7, Queen's Road Central, on MONDAY, the 25th day of April, 1921, at 4.30 o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding-up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by extraordinary resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.

C. A. DA ROZA,
Liquidator.
Hongkong, March, 24th, 1921. [686

"GLEN" LINE OF STEAMERS, LTD

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship

"PEMBROKESHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 29th Mar., 1921, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 29th Mar., 1921, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.
Agents.
Hongkong, March 22nd, 1921. [687

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENAVON"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered, after the 30th Mar., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th April, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th Mar., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., LTD.,
Agents.
Hongkong, March 23rd, 1921. [688

NOTICE TO CONSIGNEES.

The Steamship "BORNEO MARU"

FROM JAPAN

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 23rd March.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th Mar., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 8th Apr., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th Mar., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hongkong, March 23rd, 1921. [689

NOTICE TO CONSIGNEES.

The Steamship "TRIESTE"

FROM TRIESTE, via COLOMBO, PENANG and SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 23rd Mar.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th Mar., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 8th Apr., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th Mar., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hongkong, March 23rd, 1921. [690

NEW ADVERTISEMENTS

HONGKONG AUTOMOBILE ASSOCIATION.

MEMBERS are reminded that the ANNUAL SUBSCRIPTION of FIVE DOLLARS is now due and are requested to forward same to

F. BEVINGTON,
Hon. Treasurer,
(c/o BRADLEY & Co., LTD).
Hongkong, March 23rd, 1921. [683

IN THE SUPREME COURT OF HONGKONG.

BANKRUPTCY No. 29 of 1920.

A FIRST and FINAL DIVIDEND is intended to be declared in the matter of THE WING LOONG FIRM adjudicated bankrupt on the 8th day of January, 1921.

Creditors who have not proved their debts by the 31st day of May, 1921, will be excluded.

Dated this 16th day March, 1921.

H. PERCY SMITH, F.C.A.,
Trustee.
[684

NOTICE.

WE have just received a small shipment of the far famed "PETERSON DE LUXE" BRIAR PIPES and we respectfully invite you to make an inspection.

TABAQUERIA FILIPINA,
Queen's Road Central.
676

NOTICE.

THE AMERICAN RED CROSS SOCIETY will hold a MEETING at the HONGKONG HOTEL on THURSDAY, MARCH 24TH, at 5 P.M. Plans for the future Organization and Activities of the Society will be discussed.

All Members of the Society and Americans in the Colony are urged to be present.

By Order,
C. E. SANDSTROM,
Acting Secretary.
[678

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE.

DURING my Absence and until further notice MR. LESLIE SOLBE GREENHILL has been appointed Acting Secretary.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, 16th March, 1921. [651

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

NOTICE.

DURING my Absence and until further notice MR. LESLIE SOLBE, GREENHILL has been appointed Acting Secretary.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, March 18th, 1921. [652

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

DURING my Absence from the Colony and until further notice MR. GEORGE ERNEST ELLAMS, has been appointed Acting Secretary.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hongkong, March 19th, 1921. [659

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building, No. 6, Connaught Road, on THURSDAY, the 24TH MARCH, 1921, at 11 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1920, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 17th March, 1921, until THURSDAY, the 24th March, 1921, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, March 11th, 1921. [611

NOTICE

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Buildings, Hongkong, on TUESDAY, 29TH MARCH, 1921, at NOON, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1920.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 19th, to the 29th March, 1921, both days inclusive.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hongkong, March 7th, 1921. 585

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-SECOND ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the undersigned at NOON on WEDNESDAY, the 30TH MARCH.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 30th March, both days inclusive.

At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee.

JARDINE, MATHESON & CO., LTD.
General Managers,
HONGKONG FIRE INSURANCE COMPANY, LIMITED.
Hongkong, March 10th, 1921. 603

INTIMATIONS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on FRIDAY, SATURDAY and MONDAY, the 25TH, 26TH and 28TH MARCH, 1921.

Hongkong, March 21st, 1921. [668

G R

IMPORTS AND EXPORTS OFFICE.

EASTER HOLIDAYS.

THIS OFFICE will be entirely CLOSED on GOOD FRIDAY, the 25TH MARCH. It will be Opened for all purposes until Noon, on SATURDAY, the 26TH MARCH, and MONDAY, the 28TH MARCH, 1921.

Licensed Warehouses will be entirely closed on those dates.

N. L. SMITH.
Superintendent,
Imports and Exports.
Hongkong, March 21st, 1921. [669

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on TUESDAY, MARCH 29TH, 1921, at 4 o'clock precisely, in the CHAMBER OF COMMERCE ROOM, CHARTERED BANK BUILDING, for the following purposes:—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1920.
2. To elect a New Committee.
3. To transact any General business.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, March 15th, 1921. [625

HONGKONG GENERAL CHAMBER OF COMMERCE CHINESE-LANGUAGE SCHOOL.

A NEW CLASS for "BEGINNERS" will commence on MONDAY, APRIL 4TH, 1921, if sufficient support be forthcoming.

Applicants for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, March 15th 1921. [626

THE ASSOCIATION OF EXPORTERS & DEALERS OF HONGKONG.

THE ANNUAL MEETING of the Members of the ASSOCIATION OF EXPORTERS & DEALERS OF HONGKONG will be held on WEDNESDAY, MARCH 30TH, 1921, at 4 P.M. precisely, in the CHAMBER OF COMMERCE ROOM, CHARTERED BANK BUILDING, for the following purposes:—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1920.
2. To elect a New Committee.
3. To transact any general business.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, March 15th, 1921. [627

BEDFORD SCHOOL.

IT is proposed to hold a DINNER FOR OLD BOYS OF BEDFORD SCHOOL at the HONGKONG CLUB on MONDAY, APRIL 4TH, at 8.00 P.M.

Will those who would like to be present kindly send their names to the undersigned, from whom particulars can be obtained later.

A. MURDOCH,
Hon Secretary,
c/o JARDINE, MATHESON & Co., LTD.
[645

HONGKONG BOXING ASSOCIATION.

Next Tournament,

MING YUEN GARDENS,

THURSDAY, MARCH 24TH.

MAIN EVENT:

(Immediately after the Interval,)

WELTERWEIGHT CHAMPIONSHIP.

"Sky" KERRISON (holder). v. Seaman CODLINGS (Runner up Fleet Championship 1920).

BOOKING at MOUTRIE'S: Monday, 21st, Members only (on production of current membership cards).

TUESDAY to THURSDAY, 22nd to 24th, General Public.

SPECIAL TRAMS WILL BE RUN.
[631

GOOD FRIDAY

AT 9.15 P.M.

ORATORIO

ST. JOHN'S

CATHEDRAL.

[679

INTIMATION

WATSON'S

FINE OLD

BROWN

BRANDY

Unsurpassed as a Liqueur—

delightful to the palate, mellow,

and of fine aroma.

As a beverage, most healthful

and agreeable; an aid to

digestion

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

Phone 616.

[11.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 24TH, 1921.

THE IRISH PROBLEM.

THE murders in Ireland for which the Sinn Fein organisation continues to be responsible point very conclusively to the fact that the new measure of Home Rule, which was designed to meet what are recognised to be the aspirations of the great bulk of the Irish people, will not in itself serve to put an end to the organised campaign of outrage and murder which has been so long maintained in Ireland. The new Home Rule Act, which is to come into force in August next, does not meet the aspirations of the Sinn Fein organisation which aims at nothing less than complete national self-government and entire independence of Great Britain. Even if it were possible for Great Britain to concede such a demand there would be no guarantee that the present barbarities directed by the Sinn Fein organisation would cease; the objects of its hatred would merely be changed. Even now its murders are not entirely confined to representatives of the Imperial Government, and there is every likelihood that an Ireland at the mercy of the Sinn Fein organisation would be as unpleasant and as insecure a place to live in as a Russia under the present TSARS.

No wonder that many have come to doubt the efficiency of a change of political machinery and are asking what is "the true remedy" for what is undeniably a most deplorable state of affairs in Ireland. In a recent letter to *The Times* Lord HUGH CECIL affirms that the true cause of the murders is not political grievance, but a widespread moral depravity. "The Sinn Fein movement and its abominable crimes," he writes, "are only the last of a long series, certainly going back to the days of the Whiteboys, 150 years ago. Over and over again, whenever any grievance has been deeply felt, a minority of the population has taken to the commission of violent crime, usually extending to murder; and the majority of the population has acquiesced in the crimes and screened the criminals, partly from a tradition of lawlessness, partly from sympathy with the object of the agitation, partly from cowardice, partly from cruel indifference."

It is possibly true that the evil is a moral one and that the two great remedies for it are law and religion. In the first place Lord HUGH CECIL's first complaint is that the Government have not enforced the law, though he does not indicate specifically how they have failed. He merely says that "murdering murderers is not enforcing the law, nor is indiscriminate shooting nor burning houses. These are, on the contrary, the prostitution of lawful authority. They make it a byword of hatred. The Government must firmly and justly restore throughout Ireland the reign of law." That seems to us very cheap criticism. The Government considers that it is doing all it can to "firmly and justly restore throughout Ireland the reign of law," and it is not very enlightening for a critic to say they utterly fail in their object and yet refrain from indicating how the aim could be more successfully prosecuted.

Lord HUGH CECIL is on firmer ground when he indicates that the remedy lies with the Roman Catholic Church in Ireland. "I am glad," he says, "to see that the Irish Roman Catholic Bishops have lately published some injunctions and exhortations tending to enforce elementary Christian morality upon their people. But one would like to know whether they are really exerting the whole power of Christian discipline, as customary in their Church, in restraint of murder. Every murderer, and every one who countenances or encourages murder, ought to have been long ago told that they are utterly cut off from the communion of the Christian Church and are, so long as they continue in their crimes, no longer partakers in any of the hopes of redemption. But whatever the Roman Church may be doing in Ireland, it is impossible not to ask what they have done in the last hundred years to make it possible for the Irish to be, some of them so cruel, and some of them so cowardly as they are." This is an aspect of the problem which is bound to receive an increasing amount of attention, for the opinion is wide spread in Great Britain that the Roman Catholic Church in Ireland could suppress this criminal campaign of murder and outrage far more easily and more effectually than any Government in London or Dublin.

Mr. G. M. Young, of Messrs. Butterfield & Swire, left by the *Colombia* yesterday, homeward bound on holiday.

Mr. and Mrs. F. Maitland are leaving for Home on Saturday by the P. & O. steamer *Kashmir* and expected to be away about eight months.

The health return for the 24 hours ended March 22nd shows 2 cases (2 deaths) of small-pox and 3 cases (1 death) of cerebro-spinal fever—all Chinese.

Mr. Henry Gittins, C.B.E., Adviser to the Siamese State Railways, acting under medical advice, has resigned his position and, with Mrs. Gittins, is leaving for home *vid* Rangoon, early next month.

We are asked by the St. Paul's Girls' School to state that they have secured for the entertainment to be given at the Theatre Royal on the evening of Wednesday, the 30th instant the kind co-operation and assistance of Madam Lottie Gordon and some of her friends and pupils, who will contribute musical items.

A quiet wedding was solemnised in Macao last week, says the *Canton Times*, when Miss Grace Sun, daughter of Dr. Sun Yat-sen was married to Dr. Tai, a returned student from America. Besides the parents of the bride, only a few intimate friends attended the wedding. Dr. and Mrs. Tai are spending their honeymoon in Canton.

Dr. A. Stanley, M.D., Municipal Health Officer, at Shanghai, is travelling Home on long leave by the P. & O. *Karmala*. On the eve of his departure he was the recipient of a presentation—a handsome silver cup—from the members of the International Swimming Club, as a token of their appreciation of his services to the Club as its President.

There is what is described as "quite an epidemic" of strikes in the province of Kwangtung. The latest is a weavers' strike at Fatshan. Apparently preparations are in train for a strike of carpenters and masons in Canton. They are stated to be strongly organised, and "should a strike be declared, it will paralyse all construction work throughout the city."

Captain and Mrs. W. H. Lunt have left Shanghai for a vacation in the United States and it is understood that on his return Capt. Lunt will retire from service with the China Merchants' S.N. Co.—with whom he has been connected for close on fifty years. For 20 years, from 1891-1911, he was master of steamers of the company and in 1911 was made Marine Superintendent.

A houseboy employed by Mr. W. V. Curtis, who owns a factory at Yaumati for the manufacture of manganite, was sentenced by Mr. Orme at the Magistracy to six months' hard labour, for forging the signature of his master on a cheque for $41 and with having uttered the same. The handwriting and signature of Mr. Curtis had been very closely imitated, but the prisoner had written "fourty" instead of "forty," and the signature was "a little shaky." He presented the cheque at Sincere's in payment of an account, and obtained the balance in cash.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

ROMAN CATHOLIC SUBSCRIPTIONS FOR FAMINE RELIEF.

ROME, March 22nd.

The *Osservatore Romano*, the official Vatican organ, warmly appeals to all Roman Catholics to contribute to the subscription opened by the Congregation of Propaganda for its work in connection with the Chinese famine relief. The Congregation itself has subscribed between a hundred and two hundred thousand lire.

NEW ZEALAND PREMIER FAVOURS RENEWAL OF ANGLO-JAPANESE TREATY.

WELLINGTON, March 22nd.

The Premier, Mr. Massey, in a speech in the House of Representatives referring to the Anglo-Japanese Treaty, declared:—"So long as we insist on and obtain the right to choose our own fellow-citizens, we have much to gain and nothing to lose by the renewal of the Anglo-Japanese Treaty. Japan was thoroughly loyal to us during the war, into which she was not compelled to come."

TESTIMONIAL TO MR. T. F. HOUGH.

FROM MEMBERS OF THE HONGKONG JOCKEY CLUB.

Before Mr. T. F. Hough left the Colony in January last it was felt by members of the Hongkong Jockey Club that he ought not to be allowed to leave without some tangible expression from the members of their appreciation of his services as Clerk of the Course for the long period of thirty years; but it was practically certain that if Mr. Hough had heard of the intention he would have vetoed anything in the nature of a presentation. No sooner had he left the Colony, however, than the suggestion was communicated to members of the Jockey Club by circular, and subscriptions were limited to five dollars. Subscriptions were promptly received from about 200 members, and the intention is to ask Mr. David Landale, in England, to purchase with the proceeds a piece of plate and to send it to Mr. Hough together with a scroll executed in parchment with a list of subscribers attached.

An artistic cover for the Scroll has been designed by Mr. L. G. Bird, to bear the following inscription:

This scroll is companion to a piece of plate, presented by members of the Hongkong Jockey Club to THOMAS FREDERICK HOUGH on the occasion of his departure from the Colony in token of their appreciation of his thirty years' service as Clerk of the Course, their esteem for him as a man, and their regard for him as a friend.

Dated Hongkong, 24th day of January, 1921.

SALT GABELLE REVENUE $79,064,103.

SUMS THE TUCHUNS ANNEXED.

The net salt revenue after meeting administrative expenses that was paid into the group of banks during 1920 amounted to $79,064,103, which represents a decrease of $1,572,400 as compared with 1919, but an increase of $7,496,583 as compared with 1918.

All the obligations secured on the salt revenue were fully met, and the surplus funds released in 1920 to the Chinese Government amounted to $64,019,879 (including $8,030,494 received from the Maritime Customs).

Of this amount, however, some $24,000,000 represent sums either retained locally or appropriated by provincial authorities or military commanders.

KING OF SIAM.

ROYAL BETROTHAL BROKEN OFF.

It is formally announced that the betrothal of the King of Siam has been broken off on account of a nervous affliction of the Princess. The proclamation states that the King has not abandoned the idea of marriage with a view to the provision of a successor to the throne, and an announcement in this connection will be made later.

BOTH SIDES VICTORS:

PUZZLE FOR SILESIA COMMISSION.

SHIPOWNERS' LIABILITY:

IMPERIAL SHIPPING COMMITTEE'S RECOMMENDATION.

TRADE WITH RUSSIA:

ATTITUDE OF HARDING ADMINISTRATION.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

INTERNATIONAL CHAMBER OF COMMERCE.

PREPARATIONS FOR MEETING IN JUNE.

PARIS, March 23rd.

The International Chamber of Commerce met yesterday under the presidency of M. Clementel. With the newly-admitted groups it now comprises eleven nations. Two hundred and eighty-seven new members were elected for the Congress to be held in London at the end of June.

The Council decided to request the various Governments of the countries belonging to the League of Nations, who have not yet been affiliated, to send representatives of industry, commerce and banking to the London Congress, at which Mr. Walter Leaf will preside over the Finance Group.

NICARAGUA AND LEAGUE.

COST OF MEMBERSHIP HIGH.

SAN SALVADOR, March 23rd.

A message from Managua says that the Government of Nicaragua has begun negotiations with a view to resigning the membership of the League of Nations as the cost of membership—$4,000 monthly—is excessive.

Nicaragua already owes the League $48,000.

THE "IMPERATOR."

RE-CHRISTENED AT LIVERPOOL.

LONDON, March 23rd.

At Liverpool, the Cunard Co., re-christened the ex-German liner *Imperator* as Berengaria (after the consort of Richard, the Lion-Hearted).

TRADE WITH RUSSIA.

ATTITUDE OF HARDING ADMINISTRATION.

WASHINGTON, March 23rd.

No official confirmation is forthcoming of the Moscow wireless reports that the Soviet Government is appealing to President Harding to resume trade with Russia. The most definite indication of the Administration's attitude towards the subject is the statement of Mr. Hoover that the question is a political not an economic one, and any considerable Russo-American trade is at present physically impossible, because production has been destroyed under the Soviet system and Russia has nothing to export, except the gold, platinum and jewels in the hands of the Bolshevist Government, which will soon be exhausted.

EARLIER CABLES.

BRITAIN AND RUSSIA.

MR. LLOYD GEORGE REPLIES TO CRITICS.

LONDON, March 23rd.

In the House of Commons, a volley of critical questions was fired at the Government with regard to the Russian Trade Agreement notably as to whether the property of British subjects in Russia would definitely be confiscated and whether the Soviet accepted responsibility for the former Government's debts.

Mr. Lloyd George regretted that peace had not been signed. This was due to the Soviet's refusal of our offer of a joint discussion last year, but the Trade Agreement safeguarded all the points raised, most of which, as well as the Soviet's counter-claims, were reserved for clearing up later, when all claims would be pressed very hard. The Premier said he detected a change from the wild and extravagant Communism of even a few months ago. Moscow wireless messages indicated a significant recognition that the Russian system was impossible in the present state of human nature and that it was impossible to patch up locomotives with Karl Marx's doctrines.

LATEST CABLES.

GERMANY REFUSES TO PAY.

REJECTS REPARATION COMMISSION'S DEMAND.

PARIS, March 23rd.

The German Government has replied to the Reparations Commission refusing to pay the twelve milliards gold marks by May 1st, as demanded, rejecting the Allied estimate of the deliveries Germany has already made, and demanding the convocation of a meeting of experts to pronounce a decision on the questions in dispute, adding that Germany is not in a position to pay.

UPPER SILESIA PLEBISCITE.

BOTH POLES AND GERMANS JUBILANT.

LONDON, March 23rd.

A different light is thrown on the result of the Upper Silesia plebiscite, according to Reuter's Warsaw correspondent, with the curious spectacle of both the Polish and the German capitals joyfully celebrating a victory.

The Poles admit that the majority, from 1,200 to 1,000 votes, has gone in favour of Germany, but claim that 462 communes were in favour of Poland, against 94 in favour of Germany, and some commune results are still outstanding. They declare that 7 districts were in favour of the Germans against 9 in favour of Poland, including the whole of the valuable mining country where the votes are 384,000 for Poland and 360,000 for Germany.

The Polish submissions are evidently based on the method of the presentation of the figures in respect of geographical rather than electoral areas, in which the Germans scored 17 votes to the Poles' 3.

Reuter's Oppeln correspondent reports that Germany polled a majority, nearly a quarter of a million, over the whole province.

Other London correspondents there agree that the Poles have scored well in the richest mineral areas. It is not considered that the plebiscite has much simplified the situation, for, while the Germans are concentrating on the claim that the unquestioned majority entitles them to the whole province, the Poles urge an extensive partitioning of the mining area.

The Plebiscite Commission has a knotty task in recommending a new frontier line to the Supreme Council.

EARLIER CABLES.

GERMAN FOREIGN MINISTER'S CLAIM.

BERLIN, March 22nd.

Dr. von Simons, addressing the out-voters returning from Silesia, said that the battle was won in Upper Silesia, which had declared for Germany. He added: "We suffered losses through the Polish terror, but the victory is ours. Upper Silesia cannot be torn from the Empire."

REPARATIONS BILL.

PROGRESS IN HOUSE OF LORDS.

LONDON, March 22nd.

In the House of Lords, the German Reparations Recovery Bill has passed all stages without discussion.

DUTCH RED CROSS.

BRITISH GOLD MEDAL.

THE HAGUE, March 22nd.

The British Minister handed Prince Henry the Gold Medal of the British Red Cross in recognition of the Dutch Red Cross Society's good work in war-time on behalf of British wounded and interned men.

LATEST CABLES.

BILLS OF LADING.

CANADIAN ACT AS MODEL FOR EMPIRE.

LONDON, March 23rd.

The Imperial Shipping Committee proposes that the Canadian Water Carriage of Goods Act—which prohibits shipowners from excluding themselves from liability due to the negligence of their servants, and specifically mentions the definite value for each package, beyond which, ordinarily, shipowners are not held responsible—should be adopted as a model for the British Empire.

EARLIER CABLES.

UNIFORM LEGISLATION THROUGHOUT EMPIRE.

LONDON, March 22nd.

The Imperial Shipping Committee, including both shippers and shipowners, which is investigating the question of liability of shipowners under bills of lading, has unanimously reported recommending uniform legislation for the Empire on this question.

The committee proposes the establishment of a special body common to the Empire to deal with exceptions and limits of liability. Instead of the usual course of reporting only to the British Prime Minister, the Committee addressed its conclusions to the Prime Ministers of Canada, Australia, South Africa, New Zealand and Newfoundland and the Secretaries of State for India and for the Colonies.

IMPERIAL BURDENS.

MR. CHAMBERLAIN DISCUSSES THEIR VALUE.

LONDON, March 22nd.

In the House of Commons, Mr. Austen Chamberlain, speaking on the subject of economy, agreed that the expenditure in the Middle East was an excessive burden. He hoped that as a result of Mr. Churchill's visit measures might be recommended to the Cabinet whereby satisfactory reductions would be secured.

With regard to German East Africa, Mr. Chamberlain pointed out that the country was disorganised and its development delayed. He was afraid that for a little time it would be a charge on our resources, but he asked what portion of the Empire economists had not advised us at some time to abandon as too costly, whereas by giving a little help at the start, development had proceeded to the immense advantage of world trade, particularly to the country which brought order and civilisation to those areas. He begged the House not rashly to forego the chances of developing these great territories, which, as they produced and prospered, would afford new markets for our industries.

Mr. Chamberlain stated that the Estimates had been brought down as low as was considered safe in view of the uncertainty and disturbances in the world. He declared that the idea of competition in armaments with the United States was horrible, and for us unthinkable—(cheers.)—Mr. Chamberlain alluded to the widespread feeling in Great Britain that we were not content, after fighting a great war for freedom and destroying the great military autocracy of Central Europe, to contemplate a vista of years in which the nations were still struggling under the burden of these immense armaments, whereby all other national services were curtailed. He hoped other nations with greater need than we would think less of the needs of war and more of the needs of peace, and settle down to reconstruct the world. He declared that Great Britain was the only European nation able to balance its Budget. We had also begun to wipe off the foreign and internal debt.

PHYSICAL TRAINING.

FRENCH CHAMBER'S NEW BILL.

PARIS, March 22nd.

The Chamber has adopted a Bill which has already passed the Senate imposing compulsory physical training on youths of both sexes. Boys are to be trained from sixteen years until enrolment in the forces, while girls will be trained during their school period.

IMPERIAL CUSTOMS CONFERENCE.

DECISION REGARDING PREFERENCE.

LONDON, March 22nd.

The Imperial Customs Conference is closed.

Besides the decisions already cabled, the Conference reached an important conclusion on the method of calculating values for the purpose of arriving at the amount of Preference. The present anomaly, under which the Dominions are stationing Customs Investigating Officers in Great Britain for the purpose of examining British invoices while foreign exporters are exempt from supervision, will be ended, and a Joint Investigation Service constituted, acting for all the Dominions and applying to foreign as well as British goods. Investigating officials will be stationed at a number of important centres in Europe also. It has been decided to grant Preference if the whole process of manufacture occurs in the United Kingdom, thus disposing of the present differentiation in estimating the British minimum of 25 per cent. Other items, so far not included in the 25 per cent. limit, will now be included, the principle being to bring all the Dominions and Colonies up to the level of the most-favoured-nation treatment accorded to British goods.

Another subject of discussion was the regulations governing the admission of commercial travellers' samples. The Conference agreed to adopt the British procedure of admitting samples under bond, which will be cancelled at exportation.

UNEMPLOYMENT IN BRITAIN.

LABOUR MINISTER'S STATEMENT.

LONDON, March 22nd.

That nearly two million people are benefiting from the Government to an extent hitherto unattempted in this or any other country was the claim of Dr. Macnamara in the House of Commons, replying to Mr. Clynes' complaint of the insufficiency of the Government's action respecting unemployment.

Dr. Macnamara gave the following increase as compared with 1919-20: 7s. to 20s. unemployment benefit; 4 million beneficiaries increased to 20 millions; each £1,000,000 contributed received an annual State contribution. Dr. Macnamara stated that £10,500,000 is being spent upon arterial roads and road maintenance. The Health Ministry is laying sewers for housing sites involving £5,000,000, mainly from the State. Although the unemployed were increasing, a hundred thousand had been found useful productive work, while he was about to find work for fifty thousand ex-Service men in the building trade—(cheers.)—Although the trade unions turned down the scheme, the Employers' Federation accepted responsibility for its success, and he appealed to the trade unions to co-operate.

WINE DUTIES REVENUE.

QUESTION OF REDUCTION.

LONDON, March 22nd.

In the House of Commons, Mr. Austen Chamberlain indicated that he is leaving the Exchequer, and that the Budget will be introduced by the new Chancellor. Replying to a question regarding the revenue derived from duties on sparkling wines, Mr. Chamberlain said that *ad valorem* duty on champagne only realised 30 per cent. of the estimate.

Asked whether the Government would consider a reduction of the duty, Mr. Chamberlain replied that as he was not continuing to be Chancellor the question must be considered by his successor, who must ascertain whether the reduced consumption was due to exorbitant profits of British sellers, and not to the tax.

U.S. BATTLESHIP LAUNCHED.

SECOND OF ELEVEN OF HER CLASS.

CAMDEN, (N.J.), March 22nd.

The battleship *Colorado*, launched at Colorado, is the second of her class of eleven, mounting eight 16-in. guns and 14.5-in. guns. The vessel is also provided with two torpedo-tubes. Her speed is 21 knots; 32,000 tons; total personnel, 1,485.

U.S. CONGRESS

SPECIAL SESSION CALLED.

WASHINGTON, March 22nd.

President Harding has issued a proclamation convening a special session of Congress for April 11th.

COMMERCIAL TREATY

BETWEEN FRANCE AND CANADA.

OTTAWA March 22nd.

The Franco-Canadian Commercial Treaty has been signed. It becomes effective on March 27th.

CORRESPONDENCE.

LONDON MISSIONARY SOCIETY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—A year ago you were good enough to allow me to make an appeal for the funds of the London Missionary Society at the time of the annual collections for it in Union Church. With sincere thanks for that effective assistance in a good work I venture to ask a repetition of the favour in view of next Sunday.

Last year two friends who do not belong to the congregation sent contributions—one on a remarkably generous scale. This shows that the inter-denominational claim of the Society upon our Colony is recognised by old residents acquainted with its history—a fact which must be my excuse, if excuse be needed, for making a wider appeal than the pulpit of a single Church affords.

The financial stringency last year rose out of the high exchange, but this year it is no less acute because of depression in England, leading to a marked diminution in large individual gifts, although congregations are doing their best.

The alternative of withdrawal from certain spheres of work is imminently before the Directors, and we in Hongkong should do our share to avert retrogression. The Mission, which was first in the then all but impossible Chinese field, and on the literary and other labours of whose pioneers every other Protestant Mission in China has built up its work, deserves well of us who live not far from the grave of James Morrison and hand by the study of James Legge, to mention no more though there are others. I am not an agent of the Society, and make this appeal on my own initiative simply because there seems no one else to do it and it ought to be done. It will be a pleasure to receive and acknowledge any Easter offerings which may come to hand.—Yours faithfully,

J. KIRK MACONACHIE.

Union Church, March 23rd, 1921.

THE TRAFFIC IN GARDEN ROAD.

CONSTITUTIONAL REFORM ASSOCIATION'S SUGGESTIONS.

Mr. L. M. Whyte, hon. secretary of the Constitutional Reform Association of Hongkong, sends us for publication copies of the following correspondence with the Government in reference to the traffic in Garden Road:—

2, Queen's Building,
Hongkong, January 20th, 1921.

SIR,—At a meeting of the Committee of the Constitutional Reform Association the question of the widening of Garden Road was brought up, and, as my Committee consider that it is a matter of urgency that the work should be taken in hand at once, I have been directed to bring the subject before your notice, with a request that you give the matter your early consideration.

At the same time my Committee beg to suggest the necessity of having footpath accommodation sufficiently wide to take both pedestrians and chairs (in single file).

My Committee also beg to bring to your notice the absolutely dangerous condition of traffic to pedestrians and chair riders at the foot of Garden Road. They consider that a European officer, fully qualified in road traffic and motor control, should be placed on point duty there.—I have the honour to be, sir, your obedient servant,

(Signed) L. M. WHYTE
(Hon. Secretary).

To the Hon. Mr. C. Severn, C.M.G.,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, February 5th, 1921.

SIR,—With reference to your letter of January 20th, 1921, regarding the widening of Garden Road, I am directed to state that the Government is prepared to consider the provision of a footpath, but that pending the settlement of the military lands question it is not proposed to incur any large expenditure in widening this road.

I am further to inform you that, in the opinion of the Government, the present arrangements for controlling the traffic at the foot of Garden Road are satisfactory and it is considered unnecessary to have a European officer there on ordinary occasions.—I am, sir, your obedient servant,

(Signed) CLAUD SEVERN
(Colonial Secretary).

The Hon. Secretary,
The Constitutional Reform Association of Hongkong.

BANDMAN OPERA COMPANY.

Mr. Maurice E. Bandman, who has for many years catered so successfully for the entertainment of the British residents in the Far East, has now arranged to renew the periodical visits of his opera companies and one will be occupying the Theatre Royal in Hongkong on a date which will be announced by advertisement, possibly to-morrow. Mr. Bandman has spent many months in London in order personally to select from the different West-end castes such artists as are capable of impersonating the wide range of characters imposed upon them in the numerous revues and musical comedies to be presented during the coming short season. He has been fortunate in securing the services of Andre Charlot's sole producer of his famous West-end productions and has purchased the entire wardrobes and properties used in the following successes: "Buzz Buzz," "Oh, Joy," "Bran Pie," "Tails Up," "Kiss Call," "Irene," "The Whirligig," "Jig Saw," "Bubbly," "Too many Girls," "Laughing Eyes," "Just Fancy," etc.

Among the present company of comedians is Mr. Eric Masters, a light comedian with a handsome stage presence, a splendid voice, and vocal ability of the highest order. Mr. Masters has been kindly lent to Mr. Bandman by Messrs. Grossmith and Laurillard for the present tour. Mr. Dan Mansfield is a low comedian who has been universally proclaimed as the most perfect of all "Old Bills," who have yet appeared in the character in the "Better 'Ole," the *Daily Telegraph* designating his performance as a revelation. His extraordinarily powerful voice might well reach across the Sahara. Of the capabilities of such versatile comedians and dancers as Jack Crichton, Tom Scott, Leyland Hodgson and Jerry Verno, it would be superfluous to individualise, and it will be difficult to identify any performer in the great number of characters each will be called upon to pourtray in the numerous productions to be presented. Their present engagement has been secured solely upon their individual merits. Mr. Jean Desormes is one of London's most popular musical directors, and has wielded the baton over the orchestras at Daly's, the Adelphi, the Criterion, and the Paladium Theatres.

Of the lady members of the company special mention may be made of the fact that the great and popular favourite, Madelino Rossiter, takes the lead in the present company. She is the "acme" of versatility and artistry. In Miss Dolly Prince will be found the embodiment of ability, grace, and agility. While Miss Doreo Hanbury (a petit soubrette) is the personification of daintiness, charm, and refinement, Grace Barry, Joan Penrose and Dora Delaro are artists whose versatility and personal abilities made special appeal to Mr. Bandman in selecting his lady artists.

SUPREME COURT.

[BEFORE THE PUISNE JUDGE (MR. J. H. WOOD).]

SINGULAR SHIPPING CASE.

Chan Cheong, of 165, Queen's Road Central, yesterday, sued Li Cheung Tai, of 11, Victoria Street, compradores, and Li Chang Miu, managing director of the firm, for the return of $400 paid on 24th December and $100 paid on the 29th December, 1920, as part security in respect of his proposed employment as No. 1 in the interpreter and cook departments on the s.s. *Kuperic* which, the defendant stated, was chartered to the Leun Sheung Company by Messrs. Nemazee. At the time of the payment it was agreed that in the event of the boat not sailing the deposit should be returned within 10 days. In fact, said Mr. Crow (of Messrs. Hastings and Hastings) who appeared for the plaintiff, the steamer was never taken over by the Luen Sheung Company and the plaintiff was therefore unable to take up the position for which the security was paid. The plaintiff found that the ship was going to Singapore, and the defendant told him that the ship would go to New Orleans on her return from the Straits. When the *Kuperic* returned, defendant put the plaintiff off by saying that owing to the Chinese New Year it was difficult to find cargo.

Judgment was given for the plaintiff.

CANTON MUNICIPALITY.

SANITARY BOARD OF ADVISERS.

In order to facilitate its works, says the *Canton Times*, the Department of Public Health of the Municipality has now organized a Board of Advisors composed of well-known local doctors, both Chinese and foreigners, together with the directors of nearly all the hospitals. This Advisory Board will act as advisors of the Health Department and to keep it informed of the current opinions of local physicians. Official letters have been sent out in the name of the Mayors to the following persons inviting their assistance as advisors: Dr. Chen Chun-kun, Director of the Kwangtung Government Hospital; Dr. Chen Hin-funn, Director of the Kwang Wah Hospital; Dr. F. C. Lee, Director of the Kung Yee Hospital; Dr. Narada, Director of the Pok-ai Hospital; Dr. James Wright, Director of the Canton Hospital; Dr. (Miss) Hacket, Director of the Hacket's Hospital; and Dr. Casablanca, Director of the French Hospital. The following doctors are also in the list:—Dr. Mei Pean-wan, Dr. Tho. Kut-fan, Dr. H. A. Cheng, Dr. Wong King-yip, Dr. Kwan Sum-mann, Dr. Liang Woon-chen, and Dr. Chen Wan-shi. Most of the above doctors have expressed their willingness to serve on the Board.

Same Quality in both Bottles

One Glass

of HAIG & HAIG FIVE STARS SCOTS WHISKY will, from a health point of view, be more beneficial than two glasses of inferior whisky.

You must be prepared to pay a little more per glass for HAIG & HAIG, and you may, on account of its scarcity, have some more trouble to get it, but the result will justify both cost and trouble.

When you have realized the superiority of the HAIG & HAIG flavour no other whisky will give you the same exquisite pleasure.

Haig & Haig Five Stars Scots Whisky

Place your orders in advance and make as sure as you can of getting your supply

Distributing Agent:

DONNELLY & WHYTE, HONGKONG.

74

BACK TO NATURE.

10,000 MILES TO ESCAPE TAXATION.

ENGLISH SEARCHERS AFTER SIMPLE LIFE.

[*The Times* has received from a correspondent in Honolulu the following account of a movement in search of "the simple life," which arose out of a notice inserted in that journal's advertisement columns some months ago. The invitation to found a Back to Nature Colony in the Pacific was replied to by several hundred people.]

Thirteen people determined to escape from the vexations of modern civilization were passengers on the Canadian-Australian liner *Tahiti*, which touched at Honolulu two days ago. They are bound for the Marquesas Islands, made famous by Frederick O'Brien's "White Shadows in the South Seas," and there they propose to secure land and found a colony.

They are all from England, and represent the first devotees of a "Back to Nature" movement, which has received a good deal of notice in recent months. There are men, women, and children in the party, their ages ranging from two and a half to 55 years. They will leave the *Tahiti* at Papeete, the capital of the Society Islands, and proceed to the Marquesas by another vessel.

The group is captained by a Mr. T. F. Rhodes Disher, who came ashore at Honolulu with other members of the party. Mr. Disher started the exodus to the South Seas by inserting a notice in *The Times*, inviting "those interested in the formation of a simple life colony on a tropical island" to write to him. He received answers from all over the world—including one from Honolulu.

Disher, who is 33 years old, is accompanied by his wife and their two children. He has just retired from business in London, where he was a manufacturer, one of his principal lines being pickles. He said that he had built up a fortune in 10 years. He proposes to buy sufficient land for the founding of a colony in the Marquesas, and has established in advance banking connections with the Banque de l'Indo-Chine at Papeete. There seems to be no element of financial speculation in his plan; he simply proposes to secure land for all who care to join his "simple life" community. His reason for retiring from business and seeking a home in the remote Pacific Islands is that he wishes to live a free and natural existence and escape the oppressive taxation brought on by the world war.

But for certain eccentricities of dress Disher might be termed a typical young Englishman. His appearance would not have been different from that of many bareheaded young men in Honolulu, except that he wore a dark-red knitted belt or sash, with tassels at the left side.

Disher does not smoke or drink. Ordinarily he has no objection to anyone else doing so, though he considered the amount of smoking on the Canadian Pacific trains which brought him and his friends from the Atlantic seaboard to Vancouver, B.C., was a disgrace. He has no particular fads or notions about living. "All that anyone will be expected to do will be to obey the law of the land, which is French. We have all manner of people coming, people from all walks of life, chemists, physicians, dentists, mechanics, merchants, Army officers."

A second member of the party was a soldier in the world war. Puffing at a stubby briar pipe he explained that if he had remained at his work until the age of 65 he would be retired on a pension amounting to a little less than his current yearly wage. He also found that the average life of *employés* in his particular service was 68, and he could not see that the pension would do him much good at that race. So he had answered Disher's advertisement in *The Times*, and joined the movement for "a simple life colony on a tropical island."

The emigrants indulge in no extravagant predictions as to the success of their venture, although they feel confident it will not fail. They believe it possible for a number of white people to apply themselves to the cultivation of the fertile soil of a tropical island, and with their own vessel market their products at ports where they would find a ready demand.

The party on the *Tahiti* carry no supplies or implements. They have only their personal effects, and expect to secure whatever supplies and equipment they need at Papeete.

THEATRE ROYAL.

ST. PAUL'S GIRLS SCHOOL

Presents

"UNCLE KIN"

A Chinese Melodrama

IN 3 ACTS

IN AID OF THE

NORTH CHINA FAMINE RELIEF FUND

Under the distinguished patronage of Lady STUBBS, Lady KIRKPATRICK & Mrs. BOWDEN SMITH.

ON WEDNESDAY, MARCH 30TH, 1921, AT 9.15 P.M.

MADAME LOTTIE GORDON has kindly consented to assist.

Plans Open at MOUTRIE'S on March 28th, 1921.

PRICES:—DRESS CIRCLE $3.00. STALLS $3.00. PIT $2.00.

Advance Tickets can be obtained at ST. PAUL'S GIRLS SCHOOL, 47, Caine Road, which must be exchanged at MOUTRIE'S for reserved tickets on March 26th, at 9 A.M. [665

SANITARY WASHABLE

HALL'S DISTEMPER

THE KING OF WATER PAINTS.

The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

It sets hard, kills microbes and vermin, and disinfects.

It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

Hall's Distemper decoration may be washed by lightly sponging down with clean tepid water. It remains clean, sweet and fresh for years.

Shade card and full particulars post free on application to:—

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA. [18

Hotels in Japan & Manchuria

MEMBERS OF JAPAN HOTEL ASSOCIATION.

Average Rates for Single Rooms (without Bath) including meals

Y10—12 in cities and some popular resorts.

Y8—10 in country districts.

IN JAPAN PROPER

Chuzenji (Nikko)—Lakeside Hotel
Kamakura—Kaihin Hotel
Karuizawa—Mikasa Hotel
Kobe—Oriental Hotel, Tor Hotel
Kyoto—Kyoto Hotel, Miyako Hotel
Miyajima—Miyajima Hotel
Miyanoshita—Fujiya Hotel
Nara—Nara Hotel
Nikko—Kanaya Hotel, Nikko Hotel
Osaka—Osaka Hotel
Shimonoseki—San-yo Hotel
Shimoda—Daitokuin Hotel
Tokyo—Imperial Hotel, Tokyo Station Hotel, Tsukiji Seiyoken Hotel
Yokohama—Grand Hotel

IN TAIWAN (FORMOSA)

Taihoku—Taiwan Railway Hotel

IN CHOSEN

Keijo (Seoul)—Chosen Hotel
Fusan—Fusan Station Hotel
Shingishu—Shingishu Station Hotel

IN MANCHURIA

Changchun—Yamato Hotel
Dairen—Yamato Hotel
Hoshigaura—Yamato Hotel
Hotel (Makiyo)—Yamato Hotel
Ryojun (Port Arthur)—Yamato Hotel

[117

The AUSTIN TWENTY

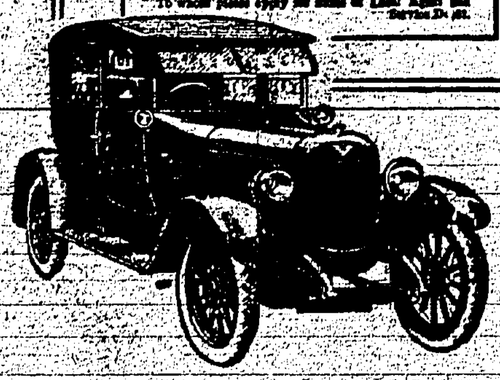
A Triumph of British Industry

Built at the largest automobile works in the Empire and of world-wide fame for the remarkable successes it has attained in trials and tests, the Austin Twenty demands the instant attention of overseas motorists. In the Austin Twenty you have a super-car at a moderate price. It is a thoroughly tested car, built upon proven principles, and particularly suitable for overseas conditions. Get in touch with local distributors.

Austin

MAIN DISTRIBUTING AGENTS AND SERVICE DEPOT:

To whom please apply for name of Local Agent and Service Depot.



THE AUSTIN MOTOR Co., Ltd., Northfield, Birmingham, England

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA COLOMBO AND STRAITS.

THE Steamship

"CARNARVONSHIRE"

having arrived fr[illegible] the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 25th March, 1921, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 25th March, 1921, at 10 A.M. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, March 18th, 1921. [647

NOTICE TO CONSIGNEES.

The Steamship "EGREMONT CASTLE"

From NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before 19th March.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Mar., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 4th Apr., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Mar., at 10 A.M. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.

Hongkong, March 21st, 1921. 667

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *Hongkong Daily Press*, are charged for at the rate of $1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"ELPENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 22nd Mar.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th March will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 11th April, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 21st, 1921. 672

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

FROM SCANDINAVIA.

THE Motorship

"INDIEN"

having arrived from the above ports on March 20th, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Mar. 28th, 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on Mar. 24th, at 10 A.M.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatsoever.

Bills of Lading will be countersigned by

MESSRS. THORESEN & CO.,
Agents.

Hongkong, March 21st, 1921. [673

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June 1920.

With INDEX. Price $7.50.

On sale at the HONGKONG DAILY PRESS Office

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CHAKSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23th Mar., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, March 22nd, 1921. [680

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE and STRAITS.

THE Company's Steamship

"NAGATO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 29th March, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, March 22nd, 1921. [681

THE NEW FRENCH REMEDY.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Bladder Catarrh. No. 2 for Gleet. No. 3 for Chronic Weakness.

SOLUBLE LASTING EFFECTS. PRICE $3 EACH BOX.

FOR SALE BY ALL CHEMISTS. WHOLESALE AGENTS: WING ON & CO., LTD.

SOLE AGENTS: GUTT, HEARD AND [illegible]

SAFETY FIRST.

Jewellers have been doing well in the last few months, the popularity of diamonds as an investment being humorously described by one of them as "a warning that a revolution is expected." The following discussion between two "workladies" in a Tube train, says a London contemporary, throws further light on the matter. "That's a pretty di'mond ring, dearie!" "Yus, it corst thirty pund. Better put yer money into somethin' pretty to look at, which Lloyd George can't get at ner bailiffs neither. Besides, they treats yer like a lidy when yer tikes a reel *good* ring into the popshop—not as if you was common dirt, pawnin' yer 'usband's trousies for a drop o' drink."

THE VALUE OF GOOD SIGHT

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical establishment in South China—located in 53, Queen's Road, Central—is at your service. They have the equipments to test your eyes accurately. Testing the sight and fitting glasses is their specialty.—ADVT. [562

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.
Regular Sailings :

NEW YORK &/OR BOSTON

via Suez or Panama Canals at Owners' Option.

S.S. "EGREMONT CASTLE" ... sailing on or about 6th April

LLOYD TRIESTINO

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading

S.S. "TRIESTE" ... ... sailing on or about April 20th.

For SHANGHAI

Passengers' Luggage can be insured at the Office of the Agents.

NANYO YUSEN KAISHA, Ltd.
(SOUTH SEA MAIL S.S. CO.)

Regular Services between
JAPAN, HONGKONG & JAVA.

For JAVA.

For JAPAN
S.S. "MACASSAR MARU" ... sailing on or about 28th March.

OCEAN TRANSPORT Co., Ltd.
(TAIYO KAIUN KAISHA)
Steamship Service Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CALCUTTA.

In conjunction with the
INDO CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD.
Agents. 81

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omitting Manila) ...	Wednesday,	20th Apr., at 11 a.m
SUWA MARU	Friday,	6th May, at 11 a.m.
FUSHIMI MARU (omitting Manila)... ...	Tuesday,	31st May, at 11 a.m.
KATORI MARU	Friday,	17th June, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

SADO MARU	Wednesday,	6th Apr., at 11 a.m.
KITANO MARU	Friday,	15th Apr., at 11 a.m.
INABA MARU	Friday,	29th Apr., at 11 a.m.
KAMO MARU	Friday,	13th May, at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

MITO MARU	Thursday,	24th March.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	Tuesday,	29th Mar., at 11 a.m.
NIKKO MARU	Tuesday,	19th Apr., at 11 a.m.
AKI MARU	Tuesday,	17th May, at 11 a.m.

NEW YORK via Suez.

AKITA MARU	Friday,	25th March.

SOUTH AMERICAN PORTS via CAPE,

KAWACHI MARU (sailing from Singapore)	Wednesday,	11th May.

BOMBAY & COLOMBO via Singapore.

CALCUTTA MARU	Tuesday,	29th March.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU	Friday,	25th March.
TOTTORI MARU	Wednesday,	6th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU	Tuesday,	12th Apr., at 11 a.m

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU	Thursday,	31st Mar. at 11 a.m
KAMAKURA MARU	Tuesday,	12th April.
DAKAR MARU	Wednesday,	13th April.
IYO MARU	Friday,	15th Apr. at 11 a.m.
ATSUTA MARU	Thursday,	28th Apr., at 11 a.m

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 192 & 282. S. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fas. freight steamers

For BOSTON and NEW YORK

S.S. "MONGOLIAN PRINCE" ... ... 15th April, (via Suez).

For Freight and full particulars apply to—
FURNESS, (FAR EAST) LIMITED,
St. George's Building.
Telephone 3165.
Telegrams "Furnprince." [130

DINE IN JAPAN: LUNCH IN CHINA.

POSSIBILITY OF NON-STOP FLIGHT.

Major Winder, of the famous Vickers Firm, at Barrow, England, is in Japan to demonstrate the possibility of a non-stop flight from China to Japan. He is perfectly confident that flying between Japan and China, say between Tokyo and Peking, can be done with as much ease and comfort as the daily journeys by air between London and Paris and between other points, which have now become so frequent in the West that they have ceased to attract attention.

Major Winder is of opinion that a good commercial air service between Japan and China can be maintained. Mails, important packages and passengers can be transported from the one country to the other in about 18 hours. Vessels, accommodating from 12 to 15 persons, in Major Winder's opinion, are perfectly within the realm of practical possibilities. Thus it will be possible to leave Tokyo, after dinner, and be in Peking for lunch. The saving that this will mean in time, and in money, is incalculable. It is for the purpose of demonstrating and proving that such a service can be inaugurated, maintained and conducted on sound, profitable, commercial lines that Major Winder is in Japan. Whether he will give the necessary practical tests depends largely on the interest and enthusiasm that the Japanese people show in the science of aeronautics.

PURELY COMMERCIAL.

Major Winder is not in Japan in any altruistice sense, but purely from a commercial point of view. In proving the efficiency of the Vickers machines and planes, he, naturally, is acting as the precursor of business along these lines. A trial journey from Peking to Tokyo, without any stop *en route*, will cost somewhere in the neighbourhood of Y.200,000. The plane and accessories will have to be shipped to Peking and in this way considerable expense will have to be incurred. If there are guarantees forthcoming that Japanese firms will undertake to manufacture or purchase planes of the Vickers type, then the firm of Vickers, Ltd., will be prepared to bear all expenses in giving a positive demonstration of the possibilities of establishing a regular passenger and commercial aerial service between Japan and the Continent of Asia.

DEPENDS ON JAPANESE.

Sir Arthur Vickers Vimy is at present in China. It was hoped that he would be able to take part in the first non-stop China-Japan flight the firm of Vickers expect to stage. He has, however, fallen ill and may have to return to England.—*Japan Times and Mail.*

THE SUMMER RESORTS OF KWANGTUNG.

Yesterday's *Canton Times* contained the following leading article:—

With the hot season coming on many people are turning their thoughts toward the problem of finding a suitable place to spend the summer. Japan still retains its attraction for foreigners, while some of the popular resorts in the north are becoming fashionable. But there are many people who cannot afford expensive vacation trips, or are too busy to leave their work for any length of time. They, also, would like to have some place near at hand where they can get away from the heat of the city and recuperate under pleasant conditions.

In Kwangtung there are numerous places that nature has endowed with the alluring scenery and surroundings which make summer resorts popular. Those who have spent a vacation at Loh Fau Shan are unanimous in their praise of that place. Ting Wu on the West River is another quiet spot that has attractions for those who desire solitude and rest. Places along the Bamboo River and up the North River are ideal for camping spots. One does not need to go outside of the province to get the scenery he most delights in. Off from the coast there are numerous islands where a person can spend the summer with a congenial party of friends. Bathing, boating and fishing can be enjoyed at very little expense.

The Government should give some attention to Kwangtung's attractive spots. Most of the places that would be chosen for summer resorts could be improved by roads and pleasant parks. The natural wealth of Kwangtung is not all under the ground. The trees and the mountains, the rivers and the plain, can be beautiful at very little cost to the Government.

Some foreigners would like to see White Cloud Mountain opened up for summer residences. If the land there could be leased for a term of years, unquestionably, many foreigners would build bungalows up there and within a few years, it would become a popular resort.

The development of summer resorts is a business in itself. We have often paid fancy prices for indifferent accommodations at a resort which had become popular through the energetic boosting efforts of land speculators. When a place has attained an established reputation and it is fashionable to say you have been there, its development will grow as a matter of course. But to take a hitherto unknown spot and put it on the map as a summer resort requires great business ability.

The following estates have been recently proved:—Dr. David Roberts, a Manchester specialist, £104,000 nearly all left to charities and Bangor University College; Thomas Bumpus, the Oxford-Street bookseller, £30,000; Charles Palmer, editor of the *Globe*, £5,000; Dr. Bright, Master, University College, Oxford, £50,000; and Sir Herbert Mackworth, £83,000.

CUTICURA SOAP

For Shaving, Bathing and Shampooing

The secret of healthy up-to-date shaving is use of Cuticura Soap, the "Cuticura Way". No mug, no slimy soap, no germs, no free alkali, no irritation even when shaved twice daily. One soap for all uses—shaving, bathing and shampooing.

Soap 1s., Ointment 1s. 3d. and 2s. 6d. Sold throughout the Empire. For sample each free address: F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London. Also for mail orders with price.

Cuticura Soap shaves without mug.

[23-8

THIS TRADE MARK APPEARS ON ALL GENUINE B.S.A. BICYCLES

B.S.A.

BICYCLES

"Perfect in Every Part"

Manufactured by
B.S.A. CYCLES LIMITED,
Proprietors: The Birmingham Small Arms Company Limited,
BIRMINGHAM - ENGLAND.
Makers of the renowned
B.S.A. Motor Bicycles
FOR SOLO & SIDECAR.

158

TRADE MARK REGISTERED

FOUCAULD

BRANDY

RUM

85

MARTIN'S
VERIOL & STEEL
PILLS

A French discovery for all troubles arising from Thousands of cases treated every year in Martin's Pills of the Strength & Purity of the Original & Only Genuine Martin's Pills. These pills are recommended from personal experience only. All Chemists and Stores sell them throughout the World, or post free from MARTIN, Chemist, Southampton, Eng.

MARTIN'S
VERIOL & STEEL
PILLS

91

Fine Assortment
of
G. R. I.
POSTAGE STAMPS
surcharged on
German Colonies,
for sale at
GRACA & CO.,
Dealers in Postage Stamps, Philatelic Goods, Garden Seeds, etc., etc.
No. 10, WYNDHAM STREET,
HONGKONG.
P.O. Box 620. [58

VETARZO
DR. LE CLERC'S PILLS FOR THE LIVER & Digestive

INDO-CHINA
STEAM NAVIGATION COMPANY LIMITED.

SAILINGS SUBJECT TO ALTERATION

MANILA	"YUENSANG"	Thurs., 24th Mar.,	3 p.m
BANGKOK via SWATOW	"KWONGENG"	...Fri., 25th Mar.,	D'light
SANDAKAN	"HINSANG"	...Sat., 26th Mar.,	Noon.
STRAITS & CALCUTTA ...	"LAISANG"	...Sat., 26th Mar.,	3 p.m.
KOBE via SHANGHAI	"KWAISANG"	...Tues., 29th Mar.,	D'light.
HAIPHONG via HOIHOW... ...	"TAKSANG"	...Wed., 30th Mar.,	9 a.m
SHANGHAI via SWATOW ...	"HOISANG"	...Thurs., 31st Mar,	D'light
TIENTSIN	"CHIPSHING"	...Fri., 1st Apr.,	D'light.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kuadat, Jesselton Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or about Saturday, Mar. 26th, 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,
GENERAL MANAGERS

TELEPHONE No. 215. 8

GLEN AND SHIRE
Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
S.S. "GLENIFFER"	14th April.
S.S. "GLENGYLE"	28th April.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "GLENARIFFE"	28th Mar.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.
For freight or further particulars please apply to:—
Jardine, Matheson & Co., Ltd.,
The Glen Line, Ltd., AGENTS.
Tel. No. 21 sub. 5 ex 23 and 3696. 16

Cable Address:
Kawakisen, Kobe.
Bentley's A.B.C. 5th Ed.
and Scott's Codes.

Telephone: Kawasaki 3244, 3923.

KAWASAKI KISEN KAISHA
(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP - - - - ¥20,000,000

President: Mr. T. KAWASAKI.
Vice-President: Mr. K. MATSUYAMA.
Managing Director: Mr. MASAYA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.
And under the Company's management:—
Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the
KAWASAKI KISEN KAISHA,
No. 8, Hiogo, Kobe.
671

SHIPPING NEWS

ARRIVALS.

March 22nd.

Argon, American str., 4,271 tons, Capt. Davis, from Calcutta.—Standard Oil Co.

Hok Canton, Chinese str., 556 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing.

Hsin Chang, Chinese str., 1,258 tons, Capt. Newburg, from Tientsin and Shanghai, with a general cargo.—C.M.S.N. Co.

Shipo Maru, Japanese str., 3,397 tons, Capt. Maroto, from Saigon, with rice.—Man Sang Yuen.

March 23rd.

Benavon, British str., 2,545 Capt. Hastie, from London and Singapore, with a general cargo.—Gibbs Livingston & Co.

Chinhua, British str., 1,353 tons, Capt. French, from Bangkok, with rice.—B. & S.

Choysang, British str., 1,424 tons, Capt. Walker, from Canton, with a general cargo.—J.M. & Co.

Haihong, British str., 1,270 tons, Capt. Passmore, from Swatow, with a general cargo.—Order.

Hydrangea, British str., 561 tons, Capt. J. E. Drummond, from Swatow, with a general cargo.—Chin On S.S. Co.

Mogami Maru, Japanese str., 1,338 tons, Capt. T. Inouye, from Keelung, with coal.—M.B.K.

Shunko Maru, Japanese str., 6,786 tons, Capt., Kobayashi, from Shanghai, with a general cargo.—O.S.K.

Sunning, British str., 1,750 tons, Capt. H. A. Wavell, from Canton, with a general cargo.—B. & S.

Tak Chee, British str., 4,055 tons, Capt. Llewellyn, from San Francisco, kerosine oil.—Standard Oil Co.

Taikoo Wingyi, British str., 1,824 tons, Capt. Robinson, from Hongay, with coal.—B. & S.

Taishun, Chinese str., 1,216 tons, Capt. H. Halkett, from Canton, with a general cargo.—C.M.S.N. Co.

Torilla, British str., 3,189 tons, Capt. J. S. Reddoch, from Calcutta, with a general cargo.—Mackinnon, MacKenzie & Co.

Towa Maru, Japanese str., 1,735 tons, Capt. Maye, from Bangkok, with rice.—Sato & Co.

Tjileboet, Dutch str., 3,635 tons, Capt. E. B. Kroes, from Dalny, with a general cargo.—J.C.J.L.

Wugo Maru, Japanese str., 2,922 tons, Capt. H. Ishida, from Chingwantao, with coal.—Dodwell & Co.

Yingchow, British str., 1,214 tons, Capt. Byers, from Shanghai and Swatow, with a general cargo.—B. & S.

CLEARANCES.

March 23rd.

Argon, for San Francisco.
Choysang, for Swatow.
Haitan, for Singapore.
Kaiping, for Pakhoi.
Kwangtah, for Canton.
Soshu Maru, for Canton
Sunning, for Shanghai.
Tama Maru, for Takao.
Yingchow, for Canton.

PASSENGERS.

ARRIVALS.

Per s.s. *Haihong*, from Swatow:—Mr. W. P. Neeson and Mr. W. A. Butterfield.

Per s.s. *Torilla*, on March 23rd:—Brig.-General Stevenson and Mrs. Stevenson, Mr. and Mrs. Beall, Miss K. K. Tye, Messrs. Beckner, Wyman, Herman, Kegensburg, Elkan, Miss Smith, Mrs. Chapman, Mr. and Mrs. Elias.

DEPARTURES.

Per s.s. *Colombo*, on March 23rd:—Miss K. Anderson, Mr. W. J. Allen, Miss M. Alexander, Mrs. E. C. Allan, Mr. H. W. Bryan, Mr. and Mrs. Roy Brown, Miss B. Brown, Mrs. W. L. L. Barker, Mr. and Mrs. J. N. Brainard, Mr. and Mrs. W. A. Bolton, Madame Barbey, Mr. and Mrs. Carlton Banigan, Mr. and Mrs. J. N. Byers, Mrs. F. H. Clarke, Miss H. Clarke, Mr. and Mrs. J. C. Coit, Miss B. Coit, Mr. and Mrs. T. Carrion, Mr. R. O. Denison, Mr. and Mrs. Wm. N. Drennon, Miss M. Drennon, Mrs. E. H. De Vault, Miss H. M. Eldridge, Mrs. James Fuller, Mr. G. Graham, Mr. R. C. Gibson, Mr. and Mrs. W. A. Hannibal, Mr. and Mrs. C. R. Hamilton, Miss M. Hamilton, Miss L. Knight, Mr. and Mrs. E. L. Koons, Mr. A. E. Lacey, Miss Jean Morrison, Mrs. M. Moore, Miss P. Moore, Miss N. Moore, Mr. J. F. Miller, Miss G. Mann, Mr. and Mrs. Hunter Mann, Mrs. S. W. Peoples, Mr. and Mrs. Newall Preston, Mr. and Mrs. J. H. Queal, Mr. T. Ramsey, Mr. and Mrs. M. A. Rader, Miss M. Rader, Mrs. G. C. Reis, Mr. and Mrs. J. R. Sindlinger, Mr. K. Kuhn, Mr. F. J. Saunders, Mrs. D. C. Squires, Mr. L. H. Stewart, Miss G. K. Smith, Mr. and Mrs. A. W. J. Simons, Mrs. A. L. Todt, Mr. Brewitt Taylor, Mr. and Mrs. W. A. White, Mr. G. M. Young, Miss M. Harper, Mrs. Helen M. Helmer, Mr. A. Hasshim, Mr. and Mrs. B. C. Haile, Master B. Haile, Miss L. Starling, Mr. E. H. Stewart, and Mr. F. W. Pleas.

SHIPPING MOVEMENTS.

The B.I. Co.'s s.s. *Tanda* left Amoy for this port on the 22nd inst., at 6 p.m., and is due here at daylight to-day.

The R.M.S. *Empress of Russia* arrived at Yokohama on March 22nd, left there the same day, and is due at Hongkong on April 1st, at 8 a.m.

The N.Y.K. s.s. *Atsuta Maru* (European line) left London for this port *viâ* Suez on March 19th, and is expected here on April 27th.

The N.Y.K. s.s. *Tango Maru* (Australian line) left Kobe for this port *viâ* Nagasaki on March 22nd, and is expected here on March 28th.

VESSELS EXPECTED.

Agapenor (Blue Funnel), due April 17th.
Akita Maru (N.Y.K.), from Japan, due March 24th.
Antolichus (Blue Funnel), due March 24th.
Awa Maru (N.Y.K.), from Liverpool, due April 24th.
Bowes Castle (Barber line), Dodwell & Co., agents, from New York, due May 12th.
Cadaretta (Admiral line), from Saigon, due about April 5th.
Calcutta Maru (N.Y.K.), from Japan, due March 28th.
Coaxet (Admiral line), from Portland Ore, due about April 5th.
Crosskeys (Admiral line), from Seattle, Wash., due about April 6th.
Eurayades (Blue Funnel), due April 30th.
Euryalus, due 25th inst.
Hector (Blue Funnel), due May 4th.
Iyo Maru (N.Y.K. European), from London, due April 14th.
Kashmir (P. & O.), from Shanghai, due to-day, about 5 p.m.
Kamakura Maru (N.Y.K.), from Liverpool, due April 10th.
Lake Onawa (Admiral line), from Saigon, due about March 25th.
Machaon (Blue Funnel), due May 8th.
Pyrrhus (Blue Funnel line), due April 2nd.
Telemachus (Blue Funnel line), due April 12th.

A COLLISION OFF THE TAKU BAR.

JAPANESE CLAIM AGAINST BRITISH STEAMER.

A collision between two steamers, the *Chenglee* and the *Nancy Moller*, outside the Taku Bar on the night of March 16th, 1920, was the subject of an action begun in H.M. Supreme Court, at Shanghai, before his Honour Judge Skinner Turner and Capt. Hartford, of H.M.S. *Kinsha*, sitting as Nautical Assessor. The owners of the str. *Chenglee* claim Y.19,915, $8,775 and Tls. 55.

The defence set up that collision was caused by the negligent and improper navigation of the *Chenglee*.

The hearing had not concluded when the last mail left Shanghai.

MERCANTILE MARINE.

JAPANESE STEAMER SOLD AT Y.4 PER TON IN LONDON.

American shipowners have been recently trying to reduce their expenses by reducing seamen's wages, etc. British shipowners have been following this example, and suggesting to lower wages of subordinate seamen at £15 at present (£5 before the war) to £10 per month, and those of stewards at £13/5 (£3/10 before the war) to £8/5.

The price of ships once advanced to Y.1,000 per ton during the war, but the Japanese steamer *Yeifuku-maru*, 4,600 tons deadweight, was recently knocked down in London at £2,300 (Y.18,400), Y.4 per ton. Her owner in Kobe did not wish to recall her to Japan, and she was offered at auction through the Tokyo Marine Insurance Co.—*Japan Gazette*.

WEATHER REPORT.

March 23rd at 11.17.—Pressure has increased considerably at Shanghai and moderately along the north-east and south-east coast of China.

It has decreased slightly over Tongking which is covered by a depression.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inch. Total since January 1st, 2.79 inches against an average of 5.18 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock	S.E. winds, moderate; overcast, rainy.
Formosa Channel	N.E. winds, strong, moderating.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

C P O S

SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Nagasaki, (*Moji), Kobe & Yokohama

Steamers	From Hongkong	Vancouver
EMPRESS OF ASIA ...	Mar. 31	Apr. 18
MONTEAGLE	Apr. 7	May 1
EMPRESS OF RUSSIA	Apr. 28	May 16
EMPRESS OF JAPAN	May 17	June 7
EMPRESS OF ASIA ...	May 26	June 13
MONTEAGLE	June 14	July 8
EMPRESS OF RUSSIA	June 23	July 11
EMPRESS OF JAPAN	July 7	July 28
EMPRESS OF ASIA ...	July 21	Aug. 8
EMPRESS OF RUSSIA	Aug. 18	Sept. 5
MONTEAGLE	Aug. 23	Sept. 16

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to
HONGKONG OFFICE.
Telephone 16[illegible] Cable address: CACANPAC
CANADIAN PACIFIC OCEAN SERVICES, LTD.

PACIFIC MAIL S.S. CO.
TRANS-PACIFIC SERVICE
Freight and Passenger.
FOR SAN FRANCISCO VIA SHANGHAI, JAPAN PORTS AND HONOLULU
AMERICAN STEAMERS
"VENEZUELA" ... ... Wednesday, April 20th.
"GOLDEN STATE" ... ... About Monday, April 25th.
PANAMA SERVICE
Freight and Passenger.
Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.
SHANGHAI-CALCUTTA SERVICE
Freight Only
FOR SHANGHAI
FOR CALCUTTA via SINGAPORE, PENANG, AND RANGOON.
S.S. "LAKE FIELDING" ... ... March 30th.
MANILA-EAST-INDIA SERVICE
Freight and Passenger.
SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.
Monthly Sailings.
ROUND THE WORLD SERVICE
Freight Only, Monthly Sailing.
San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, the ice Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.
For full information regarding rates, space, etc., apply to—
PACIFIC MAIL S.S. CO.
Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong. 86

CHINA MAIL S.S. CO., LTD.
Incorporated in U.S.A.
FREIGHT AND PASSENGERS
S.S. "NANKING" 15,000 Tons — S.S. "NILE" 11,000 Tons — S.S. "CHINA" 10,200 Tons
SAILING FROM
HONGKONG for SAN FRANCISCO
via Shanghai, Japan Ports and Honolulu
S.S. "CHINA" May 18th — S.S. "NANKING" March 30th. — S.S "NILE" April 21st
SAILING FROM
HONGKONG for MANILA
S.S. "NANKING" - - - - - - June 4th
SAILING FROM
HONGKONG for SINGAPORE
S.S. "CHINA" April 30th — S.S. "NILE" April 3rd
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
C. T. SURRIDGE, FREIGHT & PASSENGER AGENT, PRINCE'S BUILDING, ICE-HOUSE STREET.
TELEPHONE, PASSENGER DEPT. No. 1934. TELE-FREIGHT DEPT. & AGENT. No. 2161.

CHINA-AUSTRALIA MAIL S.S. LINE
FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.
"HWAH PING" April 9th.
"VICTORIA" April 29th
For Freight and Passage, apply to—
THE CHINA & AUSTRALIA S.S. CO. LTD., Agents,
99 Tel. 3207. 118, Connaught Road Central.

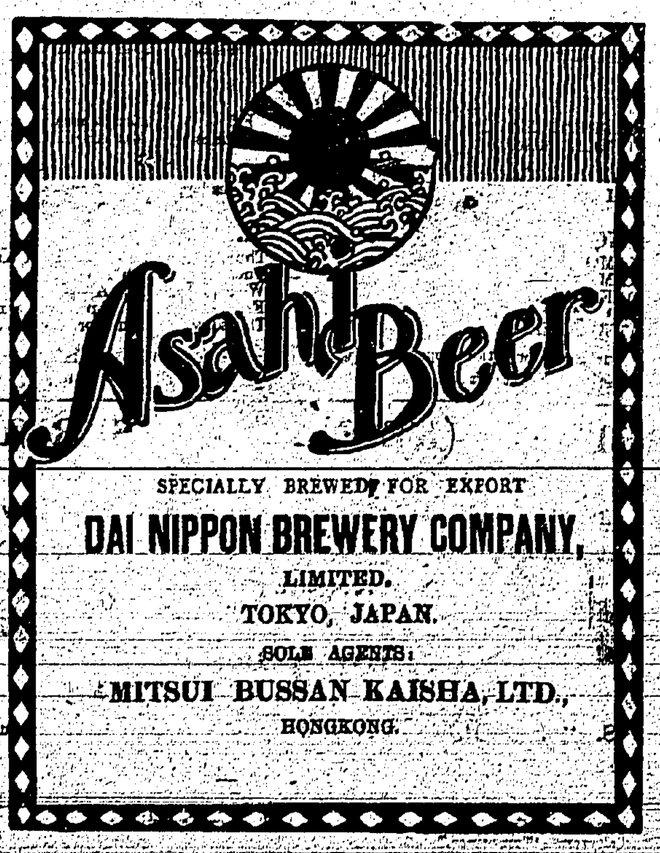
LOS ANGELES PACIFIC NAVIGATION COMPANY
(TRANS-PACIFIC FREIGHT SERVICE).
Operating United States Shipping Board Steamers.
HONGKONG TO LOS ANGELES, CAL., U.S.A.
Due Inwards — About — Sailing — About
s.s. "WEST HIKA" 1st April. — s.s. "WEST HIKA" 3rd April.
s.s. "WEST HIXTON" 1st May. — s.s. "WEST HIXTON" 3rd May.
Through Bills of Lading to all U.S. points. Shipside connection with Salt Lake, Santa Fe and Southern Pacific Railroads.
Telephone 1002.
CHAS. E. RICHARDSON, General Agent for South China, Prince's Buildings, Chater Road.
[90

NEW YORK DIRECT
Joint Service of the
"BLUE FUNNEL" LINE
OCEAN SS. CO., LTD. AND CHINA MUTUAL S.N. CO. LTD.
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)
Sailings from Hongkong.
"LAERTES" ... ... 27th Mar.
"KANDAHAR" ... ... 6th Apr.
"CITY OF DUNKIRK" ... ... 20th Apr.
Steamers proceed via Suez Canal or Panama Canal at Owners' option
Subject to change without notice.
For freights and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON — WEISS & CO., — CANTON.
85

T. K. K.
TOYO KISEN KAISHA
HONGKONG TO SAN FRANCISCO
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU
"THE PATHWAY OF THE SUN."
STEAMERS — TONS — LEAVE HONGKONG
TENYO MARU ... ... 22,000 ... ... April 3rd.
SHINYO MARU ... ... 22,000 ... ... April 27th.
†‡ PERSIA MARU ... ... 2,000 ... ... May 14th.
KOREA MARU ... ... 20,000 ... ... May 25th.
† SIBERIA MARU ... ... 20,000 ... ... June 10th.
† Calling at Dairen instead of Nagasaki. ‡ Omitting Shanghai.
SOUTH AMERICAN LINE
HONGKONG TO VALPARAISO
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.
STEAMERS — TONS — LEAVE HONGKONG
* HAYO MARU ... ... 13,000 ... ... April 9th.
SHIYO MARU ... ... 14,000 ... ... May 12th.
* TOKUYO MARU ... ... 13,000 ... ... June 10th.
RAKUYO MARU ... ... 17,500 ... ... July 11th.
* Cargo only
For full information regarding passengers, freight and sailings, apply to—
Y. TSUTSUMI, MANAGER,
King's Building. Tel. Nos. 2274 & 2275.
Agents at Canton:
MESSRS. T. R. GRIFFITH, LTD. [84

WATERHOUSE LINE.
TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U.S. Shipping Board Steamers
For
SEATTLE—TACOMA—VICTORIA—VANCOUVER
via Kobe and Yokohama.
"DELIGHT" ... ... 15th April.
"WEST JESTER" ... ... 10th May.
Further sailings to be announced later. Through Bills of Ladings issued to all Overland Common points in U.S. and Canada.
For rates and further particulars apply to—
FRANK WATERHOUSE & COMPANY,
92 1st Floor, Hotel Mansions Telephone 3507.

KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA)
THE STEAMSHIP
"VAN CLOON"
will be despatched to
SINGAPORE and BELAWAN-DELI.
This vessel offers excellent cabin accommodation for saloon passengers.
Single and double cabins.
Wireless Telegraphy.
For Freight and passage apply to:—
JAVA-CHINA-JAPAN-LYN,
Telephone No. 1574. Agents. 78



SPECIALLY BREWED FOR EXPORT
DAI NIPPON BREWERY COMPANY,
LIMITED.
TOKYO, JAPAN.
SOLE AGENTS:
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agent.

16

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG

S.S. "KIOTO"... ... 16th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to Reiss & Co., Canton.

32

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI	"TEAN"	On 24th March, Noon.
SHANGHAI	"SUNNING".....	On 24th March, Noon
SHANGHAI & TSINGTAO ...	"YINGCHOW"...	On 27th March, D'light.
SWATOW and BANGKOK	"CHENGTU" ...	On 28th March, 10 A.M.
AMOY, SHANGHAI & PUKOW.	"SHANTUNG"...	On 28th March, Noon.
AMOY, MANILA, CEBU & ILOILO	"TAMING"	On 1st April, 4 p.m.
HOIHOW, FAKHOI & H'PHONG	"KAIFONG".....	On 2nd April, 10 A.M.

☞ SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 33. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

†* "HAIHONG"	Capt. W. C. Paxmore	FRIDAY,	Mar. 25th, at D'light.
"HAILOONG"	Capt. W. Couper	MONDAY,	Mar. 28th, at 1 P.M.

* Calling at Swatow for Passengers Only.
† Amoy & Foochow

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

8

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Dates
SHANGHAI, KOBE & YOKOHAMA	"AMAZONE"... ...11,000	On or about 4th April
	"ANDRE LEBON" 10,900	On or about 27th April.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"CORDILLERE" ...10,000	On or about 28th March.
	"CHILI" 10,000	On or about 14th April.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740

P. & O. — BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	9,000	26th Mar. 11 A.M.	Marseilles, London & Antwerp
"NANKIN"	7,000	4th Apr.	do.
"DUNERA"	5,614	14th Apr.	S'pore, Colombo, & Bombay.
"KHYBER"	9,000	15th Apr.	Marseilles, London & Antwerp
"SOUDAN"	7,000	29th Apr.	do.
"DILWARA"	5,400	3rd May.	Singapore, Colombo & Bombay.
"NAGOYA"	7,000	13th May.	Marseilles, London & Antwerp
"PLASSY"	7,346	10th June.	do.
"DELTA"	8000	24th June.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA"	6,956	25th Mar. 9 A.M.	Calcutta via S'pore, P'ang & R'goon

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	9th April	Sandakan, Thursday Island, Townsville, Brisbane,
"KANOWNA"	7,000	2nd May	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"TORILLA"	5,200	26th Mar. 8 A.M.	Amoy, Shanghai & Japan.
"SOUDAN"	6,696	29th Mar.	Shanghai & Japan.
"DUNERA"	5,400	30th Mar.	Shanghai only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. 1

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"SHUNKO MARU" ... ... Thursday, 24th March.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.
"MEXICO MARU" (Omitting Mauritius) ... Thursday, 14th April.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"KARADO MARU" ... ... Tuesday, 5th April.
"INDUS MARU" ... ... Sunday, 10th April.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.
* "KISSU MARU" ... ... Friday, 1st April.
* Excellent accommodation for 1st and 3rd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"ARABIA MARU" ... ... Friday, 8th April.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

NEW ORLEANS LINE.
"CELEBES MARU" ... ... Wednesday, 23rd March.
ONE STEAMER ... ... Middle of April.
Taking Cargo to Frisco, Panama Zone & Cuba.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.
"SOURAYABA MARU" ... ... Monday, 28th March.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"AMAKUSA MARU" ... ... Sunday, 27th Mar.

TAKAO via SWATOW & AMOY
"SOSHU MARU" ... ... Saturday, 26th Mar.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,
No. 1, Queen's Building. [30

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA"	25th April	30th April.

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Lights throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [30

Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

FOR VICTORIA, B.C. & SEATTLE, WASH.

(Calling at Shanghai & Japan Ports).

S.S. "WENATCHEE"	Sailing May	14th
S.S. "KEYSTONE STATE"...	Sailing June	18th
S.S. "WENATCHEE"	Sailing July	25th
S.S. "KEYSTONE STATE"...	Sailing Aug.	30th

Information regarding rates, accommodation etc., Apply to

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions. [662

THE ADMIRAL LINE

Operating the following U.S. Shipping Board Steamers.

TRANS-PACIFIC FREIGHT SERVICE.

FOR SEATTLE, TACOMA, VICTORIA & VANCOUVER.

(Calling at Shanghai, Dairen and Japan Ports)

"WHEATLAND MONTANA" Freight Only...About March 27th.
"CROSSKEYS" ... do. About April 21st.

FOR MANILA

"CROSSKEYS" ... ... April 9th.

FOR PORTLAND DIRECT.

(Calling at Kobe and Yokohama).

"MONTAGUE" Freight only About April 26th.
Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, Hotel Mansions. [71

THE ADMIRAL LINE

THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON—SINGAPORE—SUMATRA JAVA PORTS

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

GLYMONT ...	For SINGAPORE Direct...	Mar.	30th.
CADARETTA		April	10th.
LAKE FARRAR		April	20th.
LAKE ONAWA		May	19th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE,
5th, FLOOR, HOTEL MANSIONS BUILDING.
Tel. Add.: ADMIRALINE. Telephone 2477 & 2478.

483

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

WM. MY. WEBB, ... April 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.,

THE ADMIRAL LINE,

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS.

[178

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating War Eastern services for account of the UNITED STATES SHIPPING BOARD.

To NEW YORK & BALTIMORE
"Eurana" ... ... 28th March

To SAN FRANCISCO (via) MANILA

To SEATTLE & VANCOUVER
"West Ivis" ... ... 28th March

Also cargo accepted for Transhipment at San Francisco and/or Seattle to weekly sailings for NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
HONGKONG OFFICE:—1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3008.

[451

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due.
Japan	*Muroran Maru* ...	24th inst.
Japan	*Aki Maru*	24th inst.
Shanghai	*Kashmir*	24th inst.
Straits	*Eurydus*	25th inst.
Shanghai	*Shantung* ...	25th inst.
Shanghai	*Foochow*	26th inst.
Japan	*Tango Maru* ...	28th inst.
Japan...	*Calcutta Maru* ...	28th inst.

OUTWARD MAILS.

For	Per	Date.
*Straits and *Bangkok	*Haitan* ...	Thursday, 24th, 8.0 A M
Swatow, Amoy, and Foochow	*Hai Hong* ...	Thursday, 24th, 11.00 A M
*Shanghai, and *North China	*Sunning*	Thursday, 24th, 11.00 A M
Saigon	*Wing Shing* ...	Thursday, 24th, 11.00 A M
Shanghai, and North China	*Tsan*	Thursday, 24th, 11.00 A M
*Straits, *Bangkok, *Ceylon, *Mauritius, *L. Marques, *South Africa, *India, via Dhanushkodi, *Egypt, &*EUROPE via SUEZ	*Shunko Maru*	Thursday, 24th, 2.00 P M
Philippine Islands	*Yuensang* ...	Thursday, 24th, 2.00 P M
Bamahui and Wuchow	*Tai Ming* ...	Thursday, 24th, 4.30 P M
Amoy, *Shanghai *North China, and *Japan	*Torilla* ...	Thursday, 24th, 5.00 P M
Swatow and Bangkok	*Kwong Eng*	Thursday 24th, 5.00 P M
Fort Bayard, Hoihow and Haiphong ...	*Hanoi*	Thursday, 24th, 5.00 P M
Straits, *Bangkok, Calcutta and Aden ...	*Tanda* ...	Thursday, 24th, 5.00 P M

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"NINGCHOW" 5TH APR. London, Amsterdam & Antwerp.
"ATREUS" 13TH APR. London, Amsterdam & Antwerp.
"ELPENOR" 26TH APR. London, Rotterdam & Hamburg.
"PYRRHUS" 3RD MAY London, Amsterdam & Antwerp
"DEMODOCUS" 17TH MAY London, Amsterdam & Antwerp.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS)

"KT. OF THE GARTER" 30TH MAR. Genoa, M'illes, L'pool & G'gow.
"IDOMENEUS" 13TH APR. Havre & Liverpool
"AJAX" 19TH APR. Genoa, M'illes, L'pool & G'gow.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"TYNDAREUS" 13TH APR.
"PROTESILAUS" 4TH MAY } Victoria, Seattle & Vancouver.
"TEUCER" 25TH MAY

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"LAERTES" 27TH MAR. via Suez.

HOMEWARD PASSENGER SERVICE

"IDOMENEUS" 13TH APR. for Liverpool.
"PYRRHUS" 3RD MAY, for London.
"ANCHISES" 21ST JUNE for London.
"TEIRESIAS" 7TH JULY for London.

FOR FREIGHT AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE,
AGENTS.

111

ASIA BANKING CORPORATION
(AN AMERICAN BANK).

Capital ... ... U.S. $4,000,000
Surplus and Undivided Profits ... ... U.S. $1,489,000

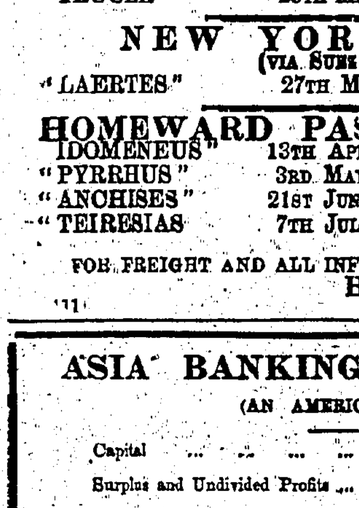
HEAD OFFICE: NEW YORK. BRANCH: SAN FRANCISCO.

Head Office for the Orient,
SHANGHAI

BRANCHES:
CANTON HANKOW MANILA TIENTSIN
CHANGSHA PEKING SINGAPORE

D. M. BIGGAR,
Manager.

108



29

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories Motor Launch "Dawning."

68

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. UBANG LY,
Manager.

Hongkong, July 7th, 1919. [80

COMMERCIAL.

CLOSING QUOTATIONS.

March 23rd.

ON LONDON.—
Telegraphic Transfer 2/4½
Bank Bills, on demand 2/4½
Bank Bills, at 30 days sight.....—
Bank Bills, at 4 months' sight 2/5
Credits, at 4 months' sight ... 2/5½
Documentary Bills, 4 months' sight 2/5
ON PARIS.—
Bank Bills, on demand 670
Credits, 4 months' sight 730
ON NEW YORK.—
Bank Bills, on demand 47⅞
Credits, at 60 days' sight 49⅛
ON BOMBAY.—
Telegraphic Transfer ..... —
Bank Bills, on demand 181
ON CALCUTTA.—
Telegraphic Transfer ..... —
Bank Bills, on demand 181
ON SHANGHAI.—
Bank Bills, at sight ..... —
Private, 30 days' sight ..... —
ON YOKOHAMA.—On demand 96
ON MANILA.—On demand—Pesos ... 103
ON SINGAPORE.—On demand ..... 1'3½
ON BATAVIA—On demand..... 134
ON HAIPHONG.—On demand ... nom.
On SAIGON.—On demand ..... —
ON BANGKOK.—On demand 87½
SOVEREIGNS, Bank's Buying Rate $8.05 n
GOLD LEAF 100 fins, per tael $51.80
BAR SILVER per oz. ..... 34⅛d.

	Per cent.
Hongkong ...10 cents piece	$0.08 Premium.
Hongkong 20 " ...	0.06 Discount.
Canton ...20 " ...	14.10 "
Canton ...10 " ...	0.00 "

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.

Hongkong, December 29th, 1920. [9

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital $60,000,000.00
Paid-up Capital 12,279,800.00
Reserve Funds 7,796,023.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

TSUYEE PEL,
Manager.

Hongkong, February 7th, 1921. 73

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital £2,000,000
Reserve Fund £3,500,000
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.

Hongkong, February 23rd 1921 [50

BANQUE INDUSTRIELLE DE CHINE. (FRENCH BANK).

Subscribed Capital ... ... Frs. 150,000,000
Paid Up Capital ... ... F. 75,000,000
Reserve Funds ... ... F. 60,000,000
Deposits ... ... F. 885,000,000
The Chinese Government Owns one-third of the Capital.

Chairman of the Board of Directors ... André Berthelot
General Manager ... A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp
Bordeaux	Tsinanfu	Pnom-Penh
Dunkerque,	Batavia	

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In SAN FRANCISCO: Crocker National Bank.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.

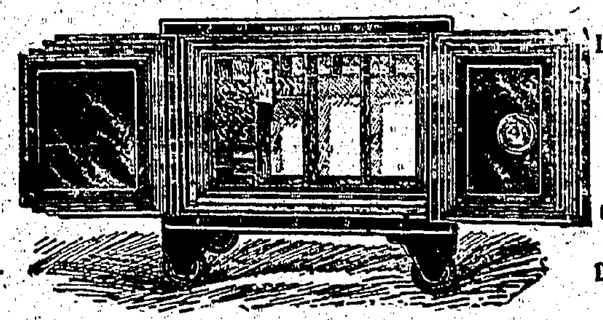
M. MONTARGIS,
Manager.

Hongkong, January 20th 1921 51

PROOF AGAINST ALL-FIRE

BANDITS BURGLARS

Protected by an automatic Dynamite Trigger



Lock protected by a five ply Chrome steel Drill proof plate

HERRING-HALL-MARVIN SAFE CO.

LATEST IMPROVED FIREPROOF SAFES

Patent Fireproofing Composition
Unequalled in the World to-day

MUSTARD & CO.

Sole Agents.

561

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office.:
Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £3,500,000
Silver $21,500,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
G. T. M. EDKINS, Esq.—Chairman.
G. M. DODWELL, Esq.—Deputy Chairman.
A. H. Compton, Esq. | A. O. Lang, Esq.
A. S. Gubbay, Esq. | Hon. Mr. E. V. D. Parr.
Hon. Mr. P. H. Holyoak | W. L. Pattenden, Esq.
Hon. Mr. J. Johnstone | J. A. Plummer, Esq.

Chief Manager:
A. G. STEPHEN, Esq.

Manager: Hongkong—A. H. BARLOW, Esq.
Acting Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, February 26th, 1921. [8

THE BANK OF TAIWAN, Limited.
(TAIWAN GINKO).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... ... Yen 60,000,000
Capital (Paid-up) ... ... „ 45,000,000
Reserve Funds ... ... „ 9,680,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

HONGKONG BRANCH,
3, Des Voeux Road Central,
Hongkong, September 1st, 1920. [41

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
ST. GEORGE'S BUILDING, HONGKONG.

Chairman of Board of Directors
MR. WONG SHIU HAM.

Chief Manager... ...Mr. L. S. HOLUM.
Asst. Manager... ...Mr. K. T. WONG.
Hongkong Manager Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent. and 5 per cent. per annum, respectively.

L. S. HOLUM
Chief Manager.

Hongkong, October 2nd, 1920. [119

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG
Established 1918.

PAID-UP CAPITAL $2,000,000.00
RESERVE FUND 500,000.00

DIRECTORS:
MR. PONG WAI TING, Chairman,
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yan Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shek,
Mr. Ng Chang Luk. Mr. Kan Chiu Nam.

Chief Manager ... Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:—
LONDON NEW YORK
SHANGHAI SAN FRANCISCO
KOBE YOKOHAMA
NAGASAKI SAIGON
SINGAPORE PENANG
TIENTSIN HANKOW
MANILA BATAVIA
SAMARANG SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted.
Loans granted on approved securities.
Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum

KAN TONG PO,
Chief Manager.

Hongkong, October 1st, 1920. 31

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,200,000
Paid-up Capital £1,050,000
Reserve Fund £1,050,000

Bankers:
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK, LTD

Branches:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bhara	Port Louis (Mauritius).	

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong, June 30th, 1920. [4

BANQUE DE L'INDO-CHINE. (FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital ... Frs. 72,000,000.00
Paid up Capital ... ... Frs. 63,400,000.00
Reserves Funds ... ... Frs. 63,567,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery.	

BANKERS,
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd. Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, November 1st, 1920. [66

Printed and Published by HENRY ADOLPHUS GARFUNKEL, for THE HONGKONG DAILY PRESS, LTD., at 10A, Des Voeux Road Central, Victoria, Hongkong, London Office 151, Fleet Street E.C.